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EARLIER TELEGRAMS

ANGLO-AMERICAN FRIENDSHIP.

London, May 31.

On the occasion of the unveiling of the bust of Washington, a gift from American citizens to the crypt of St. Paul's, a message from President Harding was read, hoping that this and similar gifts to Liverpool Townhall and Sulgrave Manor would be regarded as testifying anew to America's long established friendship for the British nation. This gift, he hoped, might inspire continual reciprocation of that sentiment by the British people, in recalling to them their common inheritance in language, institutions, customs and sympathies.

MEMORIAL DAY CELEBRATIONS IN AMERICA.

Washington, May 31.

A pretty, unrehearsed incident occurred at the Memorial Day celebrations when President Harding finished his address at the Arlington National Cemetery. Sir Auckland Geddes placed on the flag beside the President a wreath of roses, presented by the people of Britain and the Dominions in memory of America's sacrifices for liberty.

RELIGIOUS TRACT SOCIETY.

London, May 31.

At the Religious Tract Society's annual breakfast at the Cannon Street Hotel, Sir John Jordan presided. He declared that there was no doubt that the moral and educational changes had been remarkable. The Society had a great scope in China. The future great problem was how to reach the mass of unenlightened people, as mastering the language took a life time.

DISARMAMENT.

London, May 31.

The situation in Berlin is reported as extremely grave, owing to the Premier of Bavaria intimating to Berlin that, in view of strong opposition, he was unable to carry out disarmament according to the Entente's ultimatum by June 30 of the Einwohnerwehr (Defence Corps), comprising 300,000 irregulars. The British are pressing strongly in regard to this matter. The Reichstag has been hurriedly called and the Berlin Government threatens to enforce obedience with Reichswehr troops.

UPPER SILESIA.

London, May 31.

Sir Harold Stuart has been appointed British Commissioner of the Plebiscite Commission in Upper Silesia in succession to Colonel Percival, resigned for reasons of health.

IRELAND.

London, May 31.

Three death sentences promulgated in Dublin to-day include a Royal Irish constable for murder on February 2nd.

NEW NAVAL APPOINTMENT.

London, May 31.

Commander H. D. Marryat, ex-Senior Naval Officer on the Twangtse River, has been appointed to the command of the light cruiser "Dartmouth" which was withdrawn from the South American Station and placed on reserve.

THE DERBY.

London, May 31.

Golden Myth is scratched for the Derby.

EARLIER
SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

FAR EASTERN OLYMPIAD.

Further Results.

Shanghai, May 31.

Fargas (Philippines) defeated Ng Sack-wong, 6-3, 8-10, 2-5, 6-4. Okumura defeated Aragon (Philippines), 6-1, 3-6, 7-5, 7-5. Tanaka defeated Tsau 6-2, 6-2, 6-0. On the track the Philippines scored 54 pts., Japan 34 and China 10 pts. In baseball the Philippines fifteen beat China by 1. At volleyball China defeated Japan. In football China scored one, the Philippines nil. At basketball China scored 30, the Philippines 27, the Philippines 43, and Japan 21. There was hot fair weather and a fast track. The outstanding performer was Yoshoka, winning the 5-mile Marathon in 26 m. 44 secs. The 100-yds. was won by (1) Catalan (2) Castillon and (3) Kage—time, 10 secs. The 220 yards was won by the same competitors in the same order—time, 23.35 secs. The 1/2 mile winners were the Philippines: (1) Lopez, (2) Malinao, (3) Danao. 1/2 mile was won by the Japanese, Toda, with (2), Okazaki, (3) Masumi—time 2 mins. 3.35 secs, a record. Low Hurdles, (1) Escamor, (2) Wantanabe, (3) Abiera equalling the record. High Hurdles—J. Amad, 2 Wantanabe, 3 Suela—time, 18.35 secs. 5-mile, (1) Yoshioka, (2) Sano, (3) Hakekeyama, a record. Long jump—All three winners broke the record, Santos winning by 22 ft. 1 in., Marhan being second and Rivera third, all Filipinos. Putting the shot—(1) Nakamura (Japan), (2) Lucas and (3) Alo (Philippines). Javelin throwing—(1) Asaka 155 ft. 2 in., a record; (2) Nicolas and (3) Lucas. Throwing the Discus—(1) Tujungtang 106 ft. 2 1/8 in.; (2) Nicolas; (3) Lucas. Pole vault—(1) Alo, 11 ft. 6 in.; (2) Carlos, 11 ft.; (3) Nicolas, 10 ft. 6 in., all Filipinos and breaking the record. Both relays were won by the Philippines. High jump—(1) Yuan Chin-hsiang; (2) Suela; (3) Zorilla.

The athletes and officials are the guests of the Pan-Pacific Association to-night.

PRESIDENT SUN'S
ELECTION.

Observed in San Francisco's "Chinatown."

Several hundred Chinese paraded in "Chinatown" and through the business district of San Francisco in celebration of the receipt of news there of the election of Dr. Sun Yat Sen as president of the Southern Provisional Government of China. Following the colourful parade a banquet was given.

The parade was arranged by the Chinese Nationalist Party, and was composed largely of members. Officers of the organization were in the lead, followed by members. The Stars and Stripes and the republican flag of China headed the procession.

The procession was replete with Oriental colouring, many colourful costumes, flags, banners and other emblems of the Orient being in the line of march. Mr. S. T. Liu secretary of the Nationalist Party in San Francisco, was grand marshal, and headed the procession in an automobile.

EUROPEAN LAD'S
DEATH.Funeral of Walter
Hardwick.

The Staff of the Taikoo Dockyard, the apprentices of the Taikoo Dockyard, Mr. H. C. Resker, the Taikoo Sugar Refinery Ltd., the Staff of the Taikoo Sugar Refinery, the 2nd Band, Wiltshire Regiment, Mr. C. H. Blason, Mr. and Mrs. G. A. Burn, Mr. and Mrs. T. Balesman, Mr. and Mrs. Martin Blake, Mrs. R. Carroll, Mr. and Mrs. Drummond, Mr. and Miss Farrell, Mr. and Mrs. John Furguson, Mr. and Mrs. Grimshaw, John Grimshaw, Mr. and Mrs. J. W. Gloyne, Mr. and Mrs. T. Matthew, Mrs. B. Matthews, Mr. and Mrs. Morrison, Mr. and Mrs. D. T. Morrison, Mr. and Mrs. G. McGleod, B. McGleod, Mr. and Mrs. J. B. MacLachlan, Mr. and Mrs. J. Mitchell, Mr. and Mrs. J. Muirhead, Dr. M. Obrenibaki, Mr. J. Rodger and family, Mr. N. Ramsay, Mr. and Mrs. J. Russell, John Russell, Mr. and Mrs. A. Nicol, Mr. and Mrs. E. H. Summers, Mr. and Mrs. C. H. Summers, John Sloan, Mr. and Mrs. H. Stainfield, Mr. and Mrs. A. M. Thornhill, R. Wallace, J. B. Spiers, Mr. and Mrs. W. Wotherpoon, Mr. T. O. Wells and W. H. Wells.

Amid many manifestations of respect for the deceased and sympathy for the bereaved, the funeral took place at the Catholic Cemetery at Happy Valley yesterday afternoon of the remains of Walter J. Hardwick, the son of Mr. and Mrs. W. Hardwick, of Quarry Bay, who died on Monday morning as the result of injuries sustained whilst bathing at North Point.

The funeral ceremony was conducted by the Rev. Father Branchi and was attended by many members of the staff of the Taikoo Dockyard (where deceased was employed), and the Boy Scouts of which he was formerly a member.

The chief mourners were the father, mother, sisters and cousins.

A large number of beautiful floral emblems were laid upon the grave, including the following:—

Mother and Dad, Katie and Joe, Beatrice and Douglas, Osmond and Leonard, Uncle John and Auntie Eliza, Uncle Jack, Auntie Mary, Alice and Harry, May, Bertie, Arthur, Gladys and Ivor; Mr. Colin Scott, Messrs. Butterfield and Swire, Mr. and Mrs. G. Edkins, Mr. and Mrs. James Reid, Mr. K. E. Greig, The Taikoo Dockyard and Engineering Co., Ltd.

A YAUMATI MURDER.

The hearing commenced at the Magistracy yesterday afternoon of a case in which Chen Chik-ling is charged with the murder of a woman in Yaumati on May 11th.

Accused is alleged to have stabbed deceased at the back of a public latrine in Reclamation Street and subsequently chased her into an engineering shop where the woman expired a few minutes after entering. A dagger was found on the woman's body. Defendant was not arrested for several hours after the crime when he was discovered hiding under a bed in the engineering shop, in which he occasionally rendered clerical service. He admitted the murder at the Police Station. The motive is believed to have been jealousy.

The case was adjourned until Monday afternoon when evidence will be adduced with regard to the relations between defendant and the deceased.

ALUMNI SOCIETY, ST.
JOHN'S UNIVERSITY,
SHANGHAI.

Record Attendance.

St. John's University, Jessfield Shanghai, held its Annual Alumni Day on the College grounds on the 21st inst., nearly 1,000 members and friends being present.

Mr. O. S. Lien, chairman of the Alumni Association, was in direct charge of affairs, and was ably supported by Dr. W. S. New, secretary, and Mr. Samson Z. Young, treasurer of the Alumni Association.

The weather was everything that could be hoped for, and the attendance was about four times as large as any seen at Alumni Day functions of this sort at the College hitherto.

As many former students have not visited their Alma Mater for a long time, the first item on the programme was an inspection of the buildings, both old and new. The University Boy Scouts gave an excellent exhibition of general acrobatic, including first aid, tent pitching, signalling, etc. Members of the University Dramatic Association pleased everybody with their imitation of St. Mary's Hall students' maypole dance. Some time was then spent in games by members, their families and their friends, which included needle, potato, three-legged, and other races, as well as a tug-of-war.

Tea and refreshment being served, Mr. O. S. Lien, the chairman, spoke briefly of his experience after having left college and the manner in which he was helped by the Alumni Association. He urged every St. John's man to be a member of the Association and thus ensure its success.

In an interesting address the Rev. F. L. Hawks Pott, D.D., president of the University for the last 30 years, congratulated the members upon their individual successes in life and upon their organizing themselves for public and constructive service. It was indeed a pleasure for him to see that St. John's men could make good.

Following Dr. Pott's address, a fine painting of his own portrait was presented to him on behalf of the Alumni Association, students and members of the faculty.

Several interesting announcements were made during the afternoon. These were (1) that St. John's had defeated Sochow University in the Inter-Collegiate Debate, and (2) that St. Mary's Hall would shortly be transferred to its new premises on Brennan Road and thus leave more space on the Varsity campus for St. John's.

A fan, on which was printed the day's programme, was given to all who attended, while children were given sweets and ladies laces.

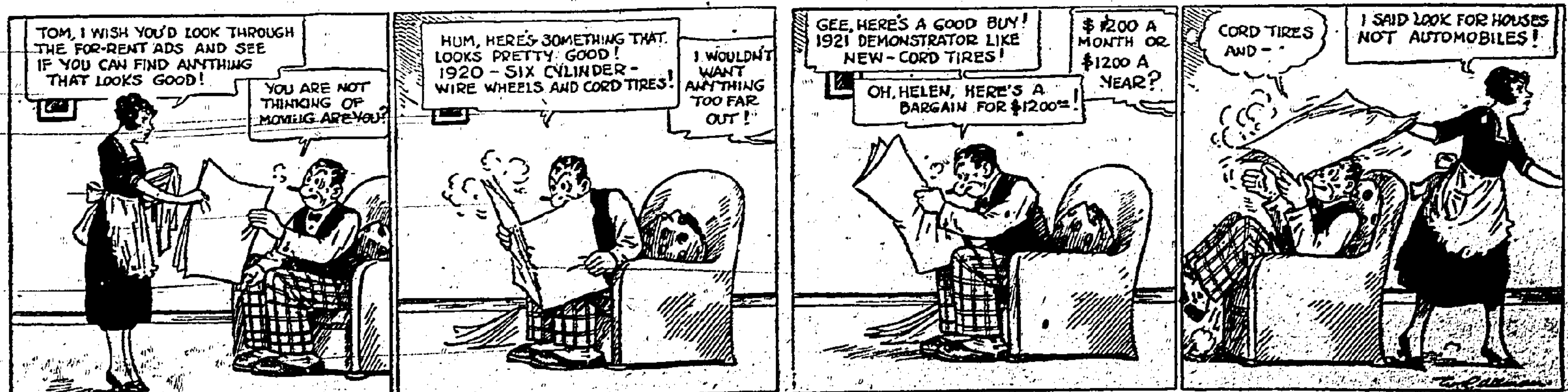
DR. WANG INTERVIEW
REFUTATED.

A telegram has been received in Peking from Dr. Wang Chung-hui stating that the interview at Vancouver, published in Peking on April 18, which was attributed to him was really given by Mr. Lenox Simpson. Dr. Wang and Mr. Simpson travelled together as far as Vancouver, where their arrival was published in the press, which also published an interview with Mr. Simpson. Owing to a printer's error, a line was omitted in which Mr. Simpson's name occurred, thus making it appear as if the words came from Dr. Wang Chung-hui. The paper corrected the error in the evening edition of the same day and also inserted an expression of regret. This correction was evidently overlooked in the telegraphed version of the interview which reached Peking.

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It costs less money than double leather belting and gives better satisfaction. It never slips—its GRIPPING power is PERFECTION. It is thoroughly waterproof and is not in any way affected by temperature, or by acids, steam or dust.

It is practically stretchless as compared with any other known belting.

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THE SOCIAL STRUCTURE.

Dr. Bertrand Russell Against
Both "Big Business and
Moscow."

Replying to a capitalist correspondent, Dr. Bertrand Russell presents his views upon Communism in the following terms:—
Government University, Peking.

Your view is that "we only begot the issue by trying to evade the fact of class-war," and you believe it useful to "stimulate clear thinking."

I have considerable sympathy with this view; I merely find it impossible to understand how anybody who follows your advice on this point can come down on the side of the capitalists, except on grounds of simple egotism.

It is this point, among others, that I should like to see you explain in a book.

Again, as to "clear thinking," if we are to embark upon it, we had better carry it through to the end. If the class-war becomes world-wide, the issue will be neither the establishment of Communism nor the re-establishment of capitalism, but the ruin of industry and education, and the downfall of our whole civilisation.

I therefore consider that, however small may be the chance of averting the universal class-war, we ought to try and avert it so long as the chance is not nil; and in view of the uncertainty of human affairs, the chance will not be nil until the disaster has actually occurred. I find that those who desire the class-war, and also those who prophesy it without desiring it, are helping to bring it on.

I disagree with your attitude for the same reason for which I disagree with that of the Third International; namely, that it tends to hasten the advent of a cataclysm which may not be inevitable, but will probably produce utter and total collapse if it comes soon.

I am anxious that my own position in the matter should be clear, since I find that it is widely misunderstood. I believe the following propositions:

(1) If the class-war becomes world-wide, the quick victory of the proletariat would be a very great good.

(2) The quick victory of the capitalists would be a very great evil, but a far smaller evil than the prolongation of the struggle.

(3) The most probable result would be a warfare lasting for many years taking the form of unprecedently bloody and brutal civil war in all civilized countries, involving universal starvation and ferocity, destroying the means of industrial production, reducing the population of the world by about fifty per cent., and leaving at the end an uncivilised peasant population terrified by robber bands.

(4) The class-war is not yet by any means certain; there is still a considerable chance that it can be averted by making both sides conscious of the immensity of the danger, and by

giving the Russians peace and trade, out of which will come prosperity with a consequent diminution of fanaticism.

(5) If the class-war comes and is as prolonged as I fear, the only men who will bring into the new world the seeds of progress and reconstruction will be those who take no part in the struggle, but retire to whatever refuge is available as the monks retired to their monasteries at the time of the barbarian invasion of the Roman Empire.

My disapproval of Bolshevism, in so far as I do disapprove, is on the ground that I do not think it can achieve the end at which it aims. I regard the Bolsheviks as "Knights of the Impossible," and the whole development of Russia during the last three years confirms me in this view.

It is as a practical man, not as an idealist, that I object to them. I think the capitalists sufficiently strong, sufficiently bestial, and sufficiently reckless to make the quick success of the communists in the class-war impossible, and I therefore hold that if the ends which I desire are to be achieved, a longer period of peaceful propaganda and industrial development is essential.

I do not think the capitalists, even now, sufficiently strong to preserve their own system by victory in a class-war, but only sufficiently strong to wreck civilisation. I therefore support the British Labour Party against both Moscow and Wall Street. And no one can accuse the British Labour Party of "tilting at windmills."

THE SENSE OF INJUSTICE.

You object to my speaking of the capitalist system as "unjust," and the Communist system as "just." I grant that the logical definition of these terms is difficult, but, as you yourself point out, politics is a matter of sentiment rather than of logic. As a sentiment, the feeling of injustice is immensely potent politically; indeed, where it arises strongly, no tolerable social system is possible.

It is evident that, now-a-days, the feeling of injustice is strongly aroused in workingmen by the spectacle of the rich, not only of the "idle" rich, but also of those who work, perhaps very hard, at purely predatory labours. I believe that a Communist system, after it had existed for a generation, would not produce this sense of injustice, and would be, to that extent more stable and desirable than the present order.

WHAT IS LIBERTY?
I am, I confess, a little surprised by your allusions to "liberty."

What "liberty" is there now except for rich members of powerful nations?

What "liberty" have German mothers had since 1914? The "liberty" to see their children die of starvation or grow up stunted and diseased, because rival groups of rich men had decided that proletarians should kill each other.

What "liberty" has the Sinn Féiner at the present day? The "liberty" of having his house

burnt down and his children shot before his eyes.

What "liberty" has a man of unpopular opinion in the United States? The "liberty" of being shot in his home, or trampled to death by a hired mob.

What "liberty" has a moderate Socialist in France? The "liberty" of being publicly assassinated, and having his assassin acquitted.

What "liberty" has the Hindoo, or the Korean, or the Japanese Trade Unionist?

What "liberty," in any country, has the intellectual who can only live by selling his brains to capitalists, whom he hates and despises, for whom he must do work that he knows to be evil, until cynical despair destroys whatever good his nature once contained?

THE POSITION IN RUSSIA.
And what of the restrictions on liberty in Russia?

True, there are political restrictions due to the state of war, and of the same kind as those imposed by your own Espionage Law, or our Defence of the Realm Act. What of other restrictions?

In a climate much colder, in winter, than that of Peking, it is impossible to obtain warm clothing because of the blockade; it is impossible to obtain coal, because of the blockade and Denikin's reckless destruction of the Donetz basin; it was possible to obtain wood, and vast piles were brought to Moscow during last summer, but they were burnt by incendiaries—Polish, French, possibly English—but certainly agents of capitalism. The result is that, because capitalists dislike a threat to their income, the inhabitants of Moscow have to endure the winter insufficiently clad and in unwarmed houses.

It is impossible to obtain medicines, disinfectants, or soap (except of very bad quality and in very small quantities), because of the blockade; consequently millions of Russians have died of typhus and other diseases, because the comfortable plutocrats of other countries consider every inhabitant of a Communist country deserving of death by slow torture.

When operations have to be performed, it is impossible to obtain anaesthetics, because capitalists are of opinion that the anguish endured is deserved by those who threaten to make them less rich. Meanwhile education is starved, vitality lowered, and civilisation imperilled throughout European and Asiatic Russia—not by the fault of the Bolsheviks, but by the fault of the rich foreigners who cause Russia to be blockaded and exhausted by civil and external wars.

All the graver restrictions of liberty in Russia are due to this state of affairs, not to any inherent vice of Communism.

I note that you personally oppose the blockade. But it is an inevitable result of the capitalist system, and whoever supports that system is in effect a supporter of the blockade, however much he may regret that other capitalists are less far-sighted than himself.

THE DAVIS CUP.

Will Japan Provide a
Sensation.

The inclusion of Shimidzu in Japan's Davis Cup team should make the debut of that country in the international arena a sensational one. It is believed that it will ensure Japan's reaching the final round after defeating France in the semi-finals.

Last year Shimidzu beat Andre Gobert, France's leading player, at Wimbledon on a grass court. The finals will be played on grass court, upon which the French never do themselves justice. Moreover, it is stated that Tilden considers that Kumagae is in a class ahead of Shimidzu.

AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun. Army officers find them indispensable on the range, persons contemplating a sea voyage will find these glasses almost a necessity. Amber lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Scientific Opticians, located in 53, Queen's Road Central.

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NOTICE.

Mr. S. Toyama's connection with this firm has been severed, and the authority given him to sign per procurator has been revoked, on the 31st May, 1921.
K. KIMURA & CO.
Hongkong, 1st June, 1921.

NOTICE.

THE HONGKONG GARAGE.
We have this day opened a garage at No. 20 Praya East, Wanchai. Cars will be available for hire at moderate rates during hours. Livery cars are permitted to run, and at other times in emergency with Police permission. Telephone 3603.

THE HONGKONG GARAGE.
Hongkong, 1st June, 1921.

HONGKONG JOCKEY CLUB.

The Third Gymkhana Meeting will be held (weather permitting) at the Happy Valley, on Saturday, 4th June, commencing at 3.30 p.m. The Charge for admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform: Half Price. The Stewards invite the Ladies of Hongkong to be present.

HONGKONG HOTEL GARAGE.

REVISED CHARGES FOR LIVERY SERVICE.

Notwithstanding the increased cost of motor spirit, etc., we beg to announce the following reductions in charges for car hire, as from the 1st June, 1921:

OLD RATE

Large Car at \$8. Per Hour
Waiting at \$2. Per Hour.
Small Car at \$6. Per Hour
Waiting at \$1.50 Per Hour.

NEW RATE

Large Car at \$7. Per Hour.
Waiting at \$1.50 Per Hour.
Small Car at \$5. Per Hour.
Waiting at \$1.35 Per Hour.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

GIBB, LIVINGSTON CO.
Agents.
Hongkong, 1st June, 1921.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on FRIDAY, the 3rd JUNE, 1921.
Hongkong, 30th May, 1921.

KING'S BIRTHDAY.

This Department will be open for payment of Licenses only from 9 a.m. to 12 noon on Friday the 3rd June, 1921. Licensed Warehouses will be entirely closed on that day.
S. L. SMITH,
Superintendent,
Imports and Exports.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 4th June, 1921
commencing at 11 a.m.
at their Sales Rooms, Duddell Street

1 case Book-binder Cloth
2 cases Rubber boots
1 case Rubber Coats
3 cases Thermos bottles and fillers
1 case Thermos bottles and kits for bottles
5 cases Clocks
3 cases Straight Razors
6 cases Cinnamon
6 cases Dragon Blood
1 case Copper Powder

Terms: Cash on delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 6th June, 1921
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street

A Large Quantity of Valuable Household Furniture comprising:—

Teak bathtubs, Chesterfield Couch, Armchair, Roll top desk, Writing tables, Teak screen, Brass fender, Carpets and Rugs, Pictures and Engravings, etc. etc. Teak dining tables and chairs, sideboards, dinner wagon, cupboards, tea tables, Dinner crockery and glass-ware, etc.

Twin teak bedstead, teak wardrobes, dressing tables, chest-of-drawers, washstands, toilet crockery, lace curtains, etc.

Also

A few pieces Crystal Cut-glass And
1 Cottage Piano by "Collard & Collard" in good condition
1 Developing Camera
1 Cinematograph Machine
1 Victor Typewriter
1 Oliver Typewriter

On view from Saturday the 4th June 1921.

Catalogues will be issued.

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions from the Liquidator of the China Mining & Smelting Co. Ltd., to sell by Public Auction on

Thursday the 16th June, 1921.
commencing at 11 a.m.
on the Premises of the Lin Ma Hang Mine, Lin Ma Hang

The Whole of the Machinery and Plant of the above mine comprising:—

1 Six Stamp Battery
1 Ore Crusher
1 Wilfley Table
1 Monarch Table
2 Hydra Ulic Classifiers
1 Ropeway
Shafts, Belting, Pipe Line, Pump Wheels, etc. etc.
(To be sold in one lot)

Terms: Cash on delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 2nd June, 1921
commencing at 2.45 p.m.
at No. 20 Middle Road, Kowloon

A Quantity of Valuable Household Furniture

(Full particulars from catalogue) On view from Wednesday the 1st June 1921.

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

NEW JUDGE OF THE KING'S BENCH.

Counsel who worked under Lord Reading.

The King has approved of the appointment of Mr. George Arthur Harwin Branson as one of the Justices of the King's Bench Division, in reply to an Address from both Houses of Parliament urging the need of such an appointment.

Mr. Branson has had an extensive practice on the Common Law side, but has not taken silk.

For two and a half years he was closely associated with Sir Rufus Isaacs (Lord Reading) in his work as a Law Officer. It was Lord Reading who appointed him to be Junior Counsel to the Treasury in October 1912, in succession to Mr. S.A.T. Rowlatt, who had just been appointed a judge of the High Court.

Mr. Branson is the eldest son of the late Mr. James H. A. Branson, who practised for many years at the Calcutta Bar, and afterwards before the Privy Council.

Born at Great Yarmouth in July 1871, he was educated at Bedford Grammar School, where he was a Foundation Scholar, and at Trinity College, Cambridge, where he was an Exhibitioner and took an Honours Degree in Classics. He rowed for Cambridge in the 1893 boat race.

Mr. Branson was called to the Bar in 1899, and joined the Northern Circuit. Among the cases in which he has been engaged was the prosecution of Whitaker Wright, the actions which arose out of the so-called "Soap Trust," and the litigation between the Post Office and the National Telephone Company. He is joint author of "Schwabe and Branson on the Law of the Stock Exchange."

OPIUM DEALING AT SHANGHAI.

Several opium shops were raided the other day in the French Concession at Shanghai. In consequence of the action of the authorities, dealers became excited. They have, however, says the local Chinese press, removed from their former abodes and set up ostensibly as small merchants, some of them in King Loong Ka, and Ching Woo Fang, alleyways. There is every reason to believe that the illegal traffic in the drug is still being carried on in this vicinity, says the Hain Shan Pao.

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The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 2½ feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.

The COWIE HARBOUR COAL CO. LTD.

HONGKONG JOCKEY CLUB.

The Half-yearly General Meeting of Members will be held in the Offices of the Hongkong Jockey Club on Wednesday June 8th, at 12 o'clock Noon.

H. BIRKETT,
Clerk of the Course.
Hongkong, 26th May, 1921.

HONGKONG JOCKEY CLUB.

Notice is hereby given that Mr. E. J. Chapman has been appointed Secretary to the Hongkong Jockey Club.

Applications for membership should be addressed to the Secretary.
Hongkong, 30th May, 1921.

NOTICE OF REMOVAL.

The Eastern Asbestos Co. have this day removed their offices to No. 1 Prince's Building, 1st floor.
BRADLEY & CO. LTD.
General Managers.
Hongkong, 28th May, 1921.

SENSATIONAL DISCOVERIES AT OMOTO-KYO HEADQUARTERS.

Mask for Seditious and Immoral Practices.

The ban on the publication of anything in connection with Omoto-kyo—Japan's so-called new religion—has been now raised, and a brief outline of what has been going on is available. On the 13th of February last, the Kioto police authorities having suspected some serious cases of lese-majeste on the part of the Omoto-kyo leaders at Ayabe, issued an order prohibiting the publication of all news regarding proceedings against the men at the back of this so-called new religion, and immediately started to arrest those concerned. The official proceedings taken against them were exposed in a book called Shinyu Hino Maki (God-taught Volume of Fire), which was published secretly. This contained articles which were considered most detrimental to the national polity. After very careful deliberations on the part of the Minister of Justice and the Chief of Public Prosecutors, several arrests were effected. On the morning of Feb. 12th, a police force numbering more than 200 was collected in Kioto, from surrounding places, and despatched to Ayabe by train. At 8 o'clock, a police force under the command of Mr. Fujisuma, the Chief of the Police Department of Kioto Fu, rushed the headquarters of the Omoto-kyo. Mr. Aoto, Preliminary Judge of the Kioto Chibo Saibansho, Mr. Furuya, Public Prosecutor of the Miyazaki Ku Saibansho, and others, were already in Ayabe, awaiting the arrival of the special force of Police. Mr. Asano, B.A., who was at one time a teacher in a Naval school, and one Yoshida Suke-ada, publisher of the book mentioned above, were arrested on warrants issued by Judge Aoto. They were taken to the Ayabe Police Station, where they were subjected to a rigorous examination which lasted several hours.

Meanwhile, the police force was divided into several batches and domiciliary searches was made in various places. Deguchi Waniaburo, son of the first chief priestess of the temple, and president of the Taisho Nichi Nichi (of Osaka), was arrested in Osaka and sent to Kioto for examination. Both Asano and Yoshida were also sent there on the conclusion of their examination in Ayabe. The police force intercepted all communications with the temple, and all documents found on the premises were examined. Seven cart loads of these, together with the important papers of the temple, were taken to the Ayabe Police Station, and later sent on to Kioto. The action of the police was quite unexpected, and a service was going on when they entered the temple. Before the people assembled there realized what was the matter, some of the police rushed to the altar and opened the shrine, which was said to contain the Omoto-kyo god. To the surprise of the police, they found nothing but some insignificant looking stones and white papers, which the adherents in ignorance of the contents of the altar had been worshipping. All communication with the residences of the leading officials of the sect was cut off and domiciliary searches were instituted. Several subterranean rooms were discovered, and in one of them gold, silver and copper coins amounting to nearly ¥200,000 were found. In another room, several hundred Japanese swords were seized. The authorities were informed also that a large tract of bamboo scrub had been purchased by the leaders; but it is not known for what purpose the plantation was meant. The believers in this new-fangled religion are reported to claim that, having been converted, no rifle bullets could do them any harm, and further, that if any aviators dared to fly over the holy ground their machines would immediately fall to earth. This latter belief is held to explain the purchase of the bamboo plantation. It is further reported that some horrible crimes have been perpetrated in the subterranean chambers, and that murders and outrages on women have been committed in them on more than one occasion.

Altogether, something like seventy people have been summoned to the Kioto Chibo Saibansho and several of them are under arrest. There are over 200 trained young converts enrolled as members of the Omoto-kyo Young Men's Association. They are well trained as political agitators and they have been serving as guards of the temple. If any outsider on visiting the temple spoke against the religion, some of the guards were always ready to take the offender away to some secluded quarter and send him out broken in spirit and physically exhausted in the evening. Indeed it is stated that several men who visited Ayabe have mysteriously disappeared. Foul play is suspected, and the subterranean rooms and tunnels found in the compound lend colour to this view. It has been frequently claimed that the number of converts exceeded 300,000; but it is now stated that the actual number is something between 20,000 and 30,000. It is true that several wealthy people joined the absurd sect from all classes and some of them are still at Ayabe; but most of them have either been reduced to poverty or have left the district. There are still a number in Ayabe; but the charges preferred against their leaders have caused many to discard the "religion" and withdraw. The remaining devotees consist mostly of destitute people and those who are not in a position to leave the place. The authorities state that there is no reason to dispute that the so-called religion of Omoto-kyo is a danger to the Empire, and that the whole business is a serious matter and detrimental to the public peace and order. In conclusion, it may be mentioned that all male officials and converts refused to allow their hair to be cut on the ground that it was the custom to wear long hair when the Empire was established; but a number of the latter are now having their hair dressed in the ordinary way again, and the barbers in Ayabe are doing a very brisk business these days.

The Mainichi publishes a long article referring to a statement made by Mr. Koga, Chief Public Prosecutor of the Kioto Chibo Saibansho, in which he said that the charge preferred against the Omoto-kyo leaders is, in effect, high treason. They used to assert that their doctrines were based on respect for the Imperial Household; but their actual work has been decidedly against it. The preliminary trial is now in progress, and no details can be announced until it is concluded. Mr. Kawamura, Chief of the Police Administration Bureau of the Home Department, stated that the Omoto-kyo has been deranging the foundation of the country, thereby causing an undesirable feeling on the part of friendly Powers. Mr. Kawamura is further credited with the statement that Omoto-kyo publications and lectures reveal indifference to the crime of lese-majeste. In short much inflammatory matter has been detected. For these reasons energetic measures to suppress the so-called religion have been taken. Japan's new religion is evidently doomed, much to the delight of really patriotic Japanese.

Mr. Koga, Chief Public Prosecutor of the Kioto Chibo Saibansho, has given out the result of the preliminary examination of Deguchi Waniaburo, Chief of the Omoto-kyo and President of the Taisho Nichi Nichi Shimbun, Asano Waaaburo, Advisor to the said newspaper, and Yoshida Suke-ada, also connected with the publication. The three prisoners are to be publicly tried in the Kioto Chibo Saibansho. According to the finding of Preliminary Judge Kato the prisoners have been guilty of lese-majeste.

DUTCH E. INDIAN FLEET.
"Efforts are being made in Holland to raise a fund of £20,000,000 for the construction of an East Indian Fleet—Times.

WHERE THE GLOOM GERM LIVES.

When you feel out of temper with everybody and every thing, when you find work a worry and life seems full of gloom, look to your liver, for that most likely is where the trouble lies, and take a dose of Pinkettes, for therein is the remedy.

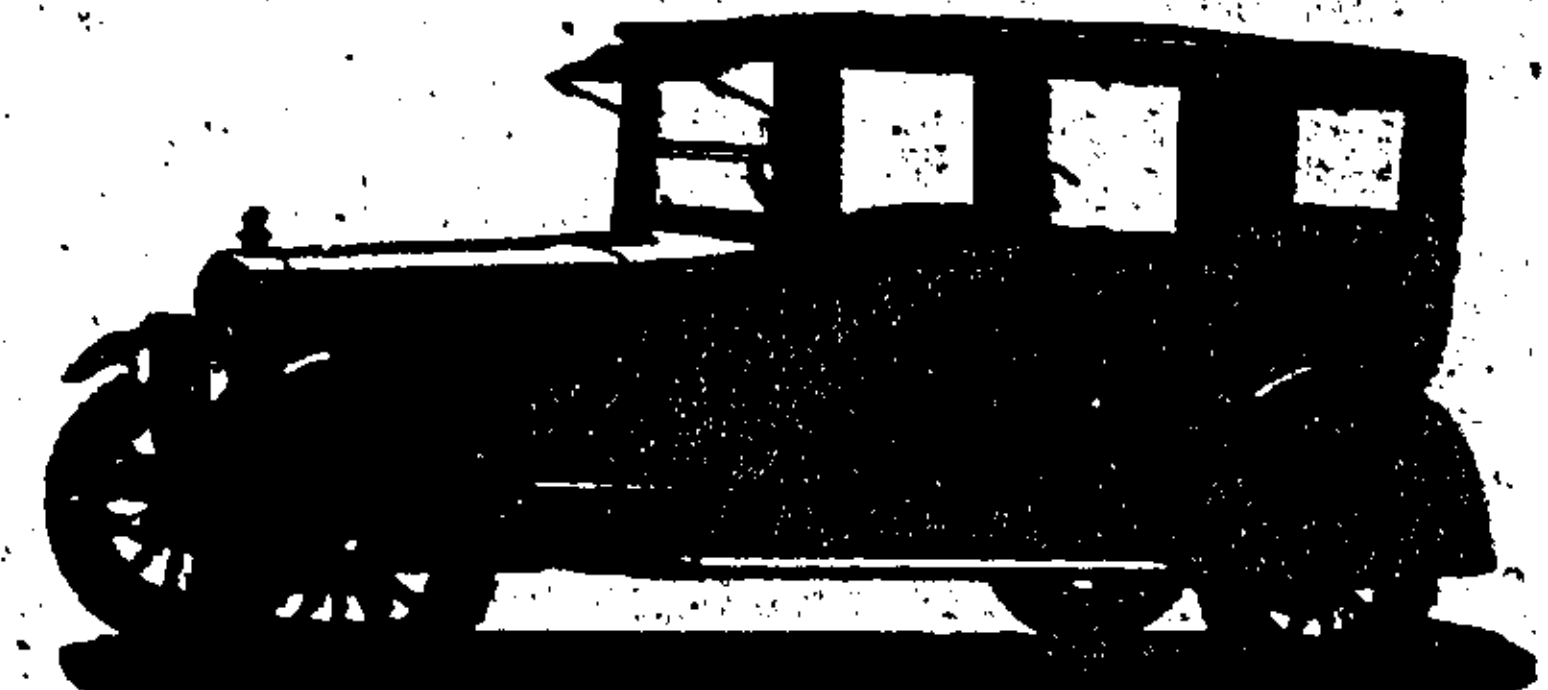
Pinkettes gently stimulate the liver, dispel constipation, cure bilious attacks, sick headache, coated tongue, ill-smelling breath. They are laxative perfection and neither gripe nor purge. Try them to-night, you'll feel better in the morning.

Of druggists everywhere, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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PUZZLE OF A CHILD.

Lord Chancellor Takes an Unusual Step.

A curious problem presented itself in the Divorce Division last month when the Lord Chancellor heard the petition of Mr. L. H. Gaskill, Westcliff, for divorce from his wife on the ground of her misconduct.

Mr. T. J. O'Connor, for the petitioner, said that the issue depended on medical evidence. Mr. Gaskill was a soldier, and was granted leave of absence from September 29 to October 4, 1918. He went to Salonica on October 12.

On September 1, 1919, his wife gave birth to a child, which she said was his. This, it was claimed,

ed, was impossible, the period between October 4 and September 1 being 331 days.

Mrs. Gaskill was called and denied committing misconduct. Medical evidence was given on her behalf.

His lordship said that in a case involving an issue of such far-reaching importance he did not feel that he had before him sufficient scientific material to justify him in coming to a satisfactory decision. He should therefore adopt the course of directing the attention of the Attorney General to the case, and suggesting that he should secure the attendance of competent scientific witnesses for the information of the Court. Counsel for both sides could question such witnesses. The case was accordingly adjourned.

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"MACHAON" 13th June London, Rotterdam & Hamburg
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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"EDMORE"

having arrived from Seattle Wash via p. s. on 30th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co. 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 4th June by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 5th June will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.
United States Shipping Board,
Emergency Fleet Corporation,
Managing Agents,
The Admiral Line,
5th Floor Hotel Mansions,
Hongkong, 30th May, 1921.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh, No. 2 for Rheumatism, No. 3 for Chronic Weakness, Sold by Leading Chemists. Price in England 3s. 6d. per bottle. The Trade Mark "Therapion" is on the Govt. stamp which encloses packets.

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Motors from 12 H.P. to
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also spare parts.

Works ... Tel. K.21
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K.622
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NOTICE TO CONSIGNEES.

THE STEAMSHIP

"AQUILA"

From TRIESTE, via VENICE,
BRINDISI and SINGAPORE

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th May.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th June at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

NOTICE TO CONSIGNEES.

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"GLENGYLE"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th June, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 6th June, 1921 at 10 a.m. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.,
Agents.
Hongkong, 30th May, 1921.

HOTEL LISTS.

Hongkong Hotel.

Corrected to 25th May, 1921.

Mr. and Mrs. Mr. and Mrs. L.
A. J. Alsdorf & Moninger
child
O. W. Anderson J. K. Ireland
E. G. Anderson C. P. Ivins
Mr. and Mrs. S. Mr. and Mrs. A.
Asano de Jacobs
Miss Asano R. Ibolean
Mr. Baker Mr. and Mrs.
H. H. Baque Jefferson
Mr. and Mrs. S. Miss Jefferson
Barker & child S. J. Johnston
Mr. and Mrs. G. E. M. Joseph
H. M. Banner W. Kaufeldt
man T. Konstant
Mr. and Mrs. H. E. Labanah
Bathurst Capt. and Mrs.
Miss H. C. Batt "Larkins" and
J. E. de Beau Dr. M. C. Lasher
champ Mrs. and Mrs. C.
Laurisen
Mr. and Mrs. E. Laurisen
P. J. Bell Miss Libbey
Mr. and Mrs. C. Miss H. Lillie
H. Benson Mr. and Mrs. E.
O. F. Bishop S. Little
Mr. and Mrs. S. Luteburg
Bisney "Mass"
Mrs. Blackburn Mrs. J. W. Marker
E. Boissvain and son
Mrs. D. S. Bomar P. Marks
Miss M. Broad Mr. and Mrs. E.
D. C. Brock Matlock
A. Brodie E. H. Mortin
Dr. J. G. Lyon Miss G. I. Mast
Brown Miss M. A. Mc
Mrs. G. E. Brown Mr. and Mrs.
J. F. Buckley E. F. McConaha
Mr. and Mrs. W. B. Michie
Cudbury and 2 Miss Monteith
children Mrs. F. Mooney
A. Campbell and child
R. S. Canvin Mr. and Mrs. H.
Mr. and Mrs. R. Mr. and Mrs. H.
E. Chambers G. Morrow
W. A. Clarke S. F. Murphy
A. A. Claxton J. R. Murray
C. M. Cottrell Miss A. J. V.
N. Croucher "Nally"
Mr. and Mrs. H. Mr. and Mrs. W.
Cutting P. Neeson
T. Daigo Mr. and Mrs. W.
Miss F. A. Deaken Mr. and Mrs.
H. L. Decker Osborn
Dr. C. C. Dekema H. M. O'Neill
D. G. Donald S. S. Perry
W. A. Donaldson Miss D. E. P.
C. Donnan perell
E. A. Eagar J. R. Reed
E. K. Edger J. R. Riggins
cumbe P. L. Ricks
Mr. and Mrs. A. G. A. Ricks
J. J. Edgumbe Mrs. Rixner
J. J. Edgumbe R. R. Rixner
Mr. and Mrs. C. Mr. and Mrs. G.
Montague Ed. H. Mulder
Mr. and Mrs. R. R. Mulder
Endt J. G. Pirie
E. G. Ernst G. B. Shank
Eng. Capt. S. P. Mr. and Mrs. E.
Ferguson Sherman
J. T. Fiergas Capt. Sigeland
J. C. Finch Mrs. J. R. Small
Mr. Elman T. P. Small
Mr. and Mrs. Mr. and Mrs. C.
Flotte E. Smith
P. N. Forum D. P. Smith
R. A. Fowler W. d. Steen
H. R. Franz S. D. Stenebraker
J. S. Gardiner A. Strok
D. S. Gendell P. G. Sullivan
Dr. and Mrs. L. Tan En Kim
A. Goldsmith E. W. Tate
Mr. and Mrs. J. Sir Eric & Lady
M. Goodens Stuart Taylor
G. Greiner C. P. Templeton
Dr. and Mrs. J. Mrs. C. Thorne
H. A. Haarmann and maid
Capt. T. P. Hall J. T. Tigraus
R. J. Harrison Mr. and Mrs. T.
Mr. and Mrs. N. G. Triak
Hashim M. P. de Veiga
J. Scott-Harston Mr. and Mrs. S.
E. G. Hart R. Walker
Mrs. R. J. Har. Mr. and Mrs. R.
wood daughter J. Weir
C. A. Henderson Dr. J. D. White
Mrs. L. W. Hind Y. Yasuda
F. A. Hiscock W. H. Zabinski
H. H. Hochs-child

Repulse Bay Hotel.

Corrected to 25th May, 1921.

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Misses Bell (2) C. Montague
H. W. Bird Edo
H. L. Gray Hon. Mr. & Mrs.
Morrill

Peak Hotel.

Corrected to 25th May, 1921.

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Mr. and Mrs. W. Koutolevsky
Armstrong Miss Koutolevsky
Mr. and Mrs. A. J. H. King
F. Ashes H. B. C. Lake
E. H. Ammiller H. P. Lamarche
E. C. Ball Mr. and Mrs.
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L. R. Blacking J. D. Lloyd
Mrs. D. K. Blair R. MacGregor
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M. J. Brown Mr. and Mrs. J.
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H. B. Bridger E. B. Mills
Comdr. and Mrs. A. H. Penn
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J. D. Danby S. J. Syrett
Eng. Comdr. W. S. J. Thompson
Dawson
D. D. Dryden T. B. Tilley
Mr. & Mrs. John T. B. Tilley
Duncan Mr. and Mrs.
Miss Fairley Quarles Van
Rev. W. T. and Ufford
Mrs. W. T. Mr. J. G. Vaux
R. A. Walter
Therstone R. A. Waller
T. W. Gibbins Mr. Warrall & C.
Miss Gibson G. Wordenberg
D. Hall H. H. Webster
Maj. Harding Mr. and Mrs.
Mr. and Mrs. A. Marshall Wood
R. Hutchings M. H. Woutman
Mr. and Mrs. N. R. Karanjia

Carlton Hotel.

Corrected to 25th May, 1921.

Miss F. C. McJ. Anderson
Dr. and Mrs. R. Laughlin
E. Beddoe Dr. and Mrs. J.
Miss L. Bomar Mason & family
Miss B. Buttrick Miss J. M. Mc-
Mrs. F. E. Cam- Laughlin
eron
Miss L. H. Cam- Mr. and Mrs. B.
pland Rowland
L. B. de Chesne G. A. Rah
N. Espy J. R. Rym
W. E. Greenway Miss V. C. Shaw
Miss E. F. Hem- Miss A. H. Skin-
ing ner
C. H. Hughes F. Sloat
J. Hutchison Mr. and Mrs. R.
Lt. and Mrs. R. Jose B. Suintay
S. Jett and family
H. Keyserling Capt. J. Thomp-
L. Legarda son
J. D. Thwaites

Station Hotel.

Corrected to 15th May, 1921.

Miss F. Best Mrs. N. Kraft
Mr. and Mrs. C. O. Krohn
W. M. Bion J. MacDonald
and child N. de Man
H. Bone Mrs. F. McCal-
Mr. and Mrs. R. lum
Capell
Miss Capell Mrs. T. B. Mudie
Master Capell P. Nelson
C. H. Cole A. N. Reid
J. A. Dekker Mr. and Mrs. B.
J. J. Dekker Rial
C. J. Endert Mrs. H. F. Robin-
A. Harper son and child
Mr. and Mrs. M. Mrs. J. Sinclair
A. Harrington Mrs. J. S. Smith
J. P. Harckamp Mr. and Mrs. A.
H. Harrop W. Smith
Mrs. Kervel Wm. Thom
Mrs. C. Kline H. Welch
L. P. Krause

St. George's House.

Corrected to 15th May, 1921.

Mrs. J. Acock Mrs. B. W. Mc
J. Berenson Nelly
Miss J. A. Blair Mr. Thomas Mit-
Mr. and Mrs. chell
Beaton C. Eyrd B. Naes
Miss Byrd Mr. and Mrs.
Mr. and Mrs. H. E. Ferguson
W. Ford Nicoll
L. B. Jefford Miss M. H. Par-
H. J. Lamb sons
Mr. and Mrs. T. G. Paterson
Lossius W. H. Pettley
Mrs. J. R. Mac- Mrs. J. C. Pirie
aulay Miss Potter
H. M. Madden J. Storm
W. McKenzie Mr. and Mrs. J.
Watt

King Edward Hotel.

Corrected to 25th May, 1921.

Mrs. R. Almond M. and Mrs.
Dr. M. S. Ager Manus
Miss L. Barker R. L. Marton
Mr. Barker Mrs. M. and
F. G. Becks J. A. McDougall
J. W. Brown Mrs. M. and
Mr. and Mrs. J. H. Mody
W. Budge J. O. Nagaschi
L. J. Calender E. Mohio
J. Carrion P. Munchory
Mr. Choi Shing Mr. and Mrs.
Master Choi Shing Silva Netto
T. B. Culhane Capt. E. H. Pen-
T. A. Davey dred
Mrs. E. D. Davies Mr. and Mrs. T.
Mr. and Mrs. A. Pols
Davis Mrs. W. C.
W. A. Eustace Passmore
Miss Farrell Miss Pious
Mr. and Mrs. Mr. and Mrs.
J. Farrell Mrs. Richardson
Gregory Mrs. and Miss
Mr. and Mrs. Robinson
H. Harrison T. W. Scarbor-
Mr. and Mrs. ough
Hawker Mr. and Mrs.
A. K. Ishan Scott
Mr. and Mrs. Mr. and Mrs. Van
J. Johnston B. Schele
Mrs. Kelman Mr. and Mrs.
J. Levy Stewart and
Mrs. G. Mackay family
T. N. Mannes H. Taylor
H. Watling

Palace Hotel.

Corrected to 15th May, 1921.

Mrs. B. Brush Mr. and Mrs. C.
Mr. and Mrs. M. Lawry
Costello and Mrs. E. A. Liley
child L. McKao
J. S. Cramp Mrs. C. Morris
Mrs. F. Robinson H. H. Olsen
Mr. and Mrs. T. Mr. and Mrs.
Fieldbrave J. B. Osberry
R. Geoffrey B. Petheram
J. H. Goshier Capt. T. G. Parvis
I. S. Holmes E. W. Raitton
Mr. and Mrs. H. Mr. and Mrs. J.
Havley B. Reeves
J. W. Jenkin J. Sullivan
G. J. H. King J. H. Tan

SHANGHAI HARBOUR
COLLISION SEQUEL.

Claim for Damages.

The British India Steam Navigation Co., Ltd., and the China Steam Navigation Co., Ltd., were plaintiffs and defendants respectively in a shipping action begun on the 25th inst. in H.M. Supreme Court, Shanghai, before his Honour Judge Skinner Turner and Commander A. E. Thomson (sitting as nautical assessor). The hearing is likely to last for several days.

Plaintiffs claim damages arising out of a collision which occurred between the strs. Arratoon Apar and Yingchow just off the Shanghai and Hongkew Wharf company's Hongkew wharf on the morning of February 17 last.

On February 17, at 7.30 a.m., says the statement of claim, the Arratoon Apar cast off her moorings at the Hongkew Wharf of the Shanghai and Hongkew Wharf Co. with the intention of leaving for Kobe, and was towed out by the steam tug Gutzlaff. The Arratoon Apar proceeded towards the side of mid-channel, which lay on her starboard side, and on reaching her proper position cast off her tug and straightened up with her bow heading down the river and her engines running at half speed ahead. Meanwhile the Yingchow was approaching on the port side of the Arratoon Apar at a high rate of speed and when between four and five cables distant from the Arratoon Apar sounded the starboard helm signal to which the Arratoon Apar at once replied with the port helm signal and stopped her engines. The Yingchow, however, continued to starboard her helm and to head towards the Arratoon Apar and under these circumstances the Arratoon Apar being as close to her starboard side of the River as she could with safety get, reversed her

engines at the same time sounding the regulation signal. In reply to the last mentioned signal the Yingchow again sounded the starboard helm signal and continued to head straight for the Arratoon Apar on her port bow and a collision being then imminent the Arratoon Apar dropped her starboard anchor to avoid being driven by the force of the expected collision on the other ships which lay on her starboard side.

The Yingchow proceeded to head for the Arratoon Apar as though she intended to pass the Arratoon Apar port side to port side, but she failed to avoid her with the result that the port bow of the Arratoon Apar with great force doing her considerable damage.

Plaintiffs allege that a good lookout was not kept on board the Yingchow, that she failed to keep her proper course, that her speed was excessive, and that she failed to comply with the regulations for preventing collisions at sea and with Article 17 of the Shanghai Harbour Regulations.

The damages claimed are: Tls. 13,711, \$239, £5,092 and Roubles 1,974, with costs.

THE DEFENCE.

The case for defendants, as set out in their statement of defence, is a denial of negligence and allegation that there was negligence on the part of the Arratoon Apar. There is a counterclaim for damages.

Mr. D. McNeill and Mr. Langley Smith appeared for plaintiffs, and Mr. H. Lipson Ward for defendants.

AN INADEQUATE EXPLANATION. In opening the case for plaintiffs, Mr. McNeill laid stress upon the fact that the defendants admitted that the Yingchow was as close as she could be on the port side of the channel, which was a patent breach of the harbour regulations. If her only explanation of this was that, at a distance of half a mile, she saw a vessel being hauled out from the wharf, it was hopelessly inadequate.

Capt. James Budgen, pilot of the plaintiff vessel, said that the photographs correctly represented the positions of the vessel just before and just after the collision. He gave general confirmation of the case set out in the statement of claim.

Mr. G. C. Stocker, of the Conservancy Board, certified that the maximum force of the tide on the day of the collision was 1.17.

Mr. Longworth, of the Customs, stated that the defendant vessel was going rather fast—about 9½ knots.

Capt. Budgen, recalled, said that under the prevailing conditions 490 yds. would have been a safe distance for the on-coming ship to have allowed the plaintiff vessel in order to leave the wharf. He thought that possibly the Yingchow had crossed over through mistaking a signal.

Capt. A. J. Terry, master of the Arratoon Apar, was sure his vessel was going astern before the collision took place, although the engine-room log said the engines were put astern after a heavy blow had been felt. Witnesses had no experience of an engine-room.

The hearing was adjourned.

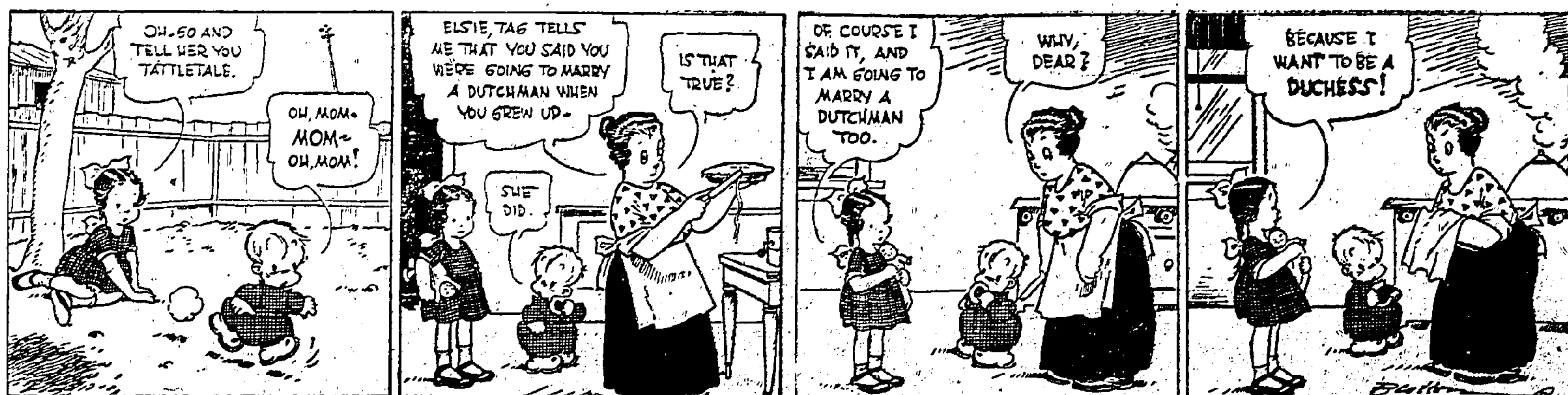
ANOTHER JAPANESE PRINCE
BETROTHED.

Japanese papers report that informal negotiations have been made by the authorities for the marriage of His Imperial Highness Prince Asu, brother of the Crown Prince, with Princess Naoko Ichijo, the fourth daughter of Prince Ichijo. His Highness is now studying at the Military Officers' School, and will attain his majority next year. Princess Naoko is 14 years old and is a student at the Peers' School.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 1, 1921.

SHIPBUILDING RETURNS.

Some delay occurred in the issue of the Shipbuilding Returns compiled by Lloyd's Register of Shipping for the first quarter of 1921, and the reasons are noteworthy. The returns, briefly cabled at the time but now available at greater length, are accompanied by a qualifying statement of a kind not previously found in these statistics. This is to the effect that the amount of tonnage then "under construction" in the United Kingdom—3,793,500 tons gross—should not be taken at its face value. The figure mentioned is larger by over 400,000 tons than the tonnage for the corresponding quarter of the previous year, hence on a *prima facie* view the position would suggest ground for congratulation. Accordingly, the compilers of the statistics have found it necessary to introduce the unwelcome qualification in order to avoid a mistaken inference.

From the qualifying clause it is learned that there are some 497,000 tons on which, owing to the present extreme shipping depression, work has been suspended. There are also some 350,000 tons the completion of which has been postponed owing to the cessation of work by the joiners. Deducting these totals, amounting together to 847,000 tons, from the figures of tonnage described as being under construction, the new shipping on which work was actually proceeding in the United Kingdom is reduced to 2,951,500 tons. The first set of tonnage, being in abeyance through the unfortunate slump, belongs to a different category; one can only hope that an improvement in the world's commerce will ere long justify a resumption of work on this block of tonnage. As for the 350,000 tons, shipbuilders have for something like six months had the mortifying experience of seeing work, in consequence of the joiners' strike, transferred to Continental yards at a time when contracts, contrary to the position obtaining two or three years ago are the subject of keen competition.

By comparison with the pre-war returns, the reduced total of 2,951,500 tons gross on which work is more or less actively proceeding exceeds the amount under construction at the end of the March quarter of 1914 by 1,060,000 tons. As a matter of shipbuilding activity this is sufficiently encouraging, but just now impels some disquietude as to its employment. If all the nations of the world were busily employed in producing and consuming goods, the increase in the tonnage under construction might be regarded with great satisfaction; but with enormous numbers of the world's inhabitants standing aside from international commerce and with others not working at full measure, the existence of so much shipping in the course of construction arouses mixed feelings. Employment cannot be found for a great many of the ships already afloat. That trade will revive sooner or later we know, and it is the duty of all to consider how they can best help to effect an early improvement. In the meantime, it is a question how the additional tonnage is going to earn its upkeep. For the immediate present, at any rate, new shipbuilding orders cannot be expected on a large scale, which makes it the more deplorable that many of such contracts as are going, as for repairing work, should have to be sent abroad owing to the attitude of a certain section of the workers. The general body of shipyard workers have come to an amicable arrangement with the employers. A number of the joiners have found employment in other fields, this accounting largely for their obduracy. Such extraneous work may not always be available in large volume, so that it behoves the joiners to see reason before the goose quits England to lay her eggs, golden or even silver, elsewhere.

NOTES & COMMENTS.

Our Peak Tramways.

The meeting of the Peak Tramways Company was more than usually interesting as the Chairman, in the course of his speech, indicated that preparations will have to be made this year to accommodate larger trams. In asking sanction for the placing of \$40,000 to the Special Reserve Account he said that not only would the viaduct at the upper terminus have to be entirely rebuilt this year but the Company would have to re-lay the line from end to end, with new rails. These new rails would be of heavier calibre than the present ones as they were needed to cope with larger cars, capable of carrying more passengers. The congestion of passenger traffic on the tramway, at certain hours of the day, has been severely commented on before, and some little time ago the Hon. Mr. H. E. Pollock asked several questions on the matter in the Legislative Council. The traffic to the Peak is constantly growing in volume—a circumstance that led the Government to provide the motor road from Morrison Hill—and it is high time that the important residential district of the Peak was better provided for. Not only does improvement apply to the size of the cars, but also to the frequency with which they run. For a certain time in the middle of the day the running is suspended, and the comparatively early hour at which the service stops altogether has been found inconvenient on many occasions. The meeting held yesterday revealed that the receipts in traffic had shown "the very satisfactory increase of \$30,459.79" and the public who have helped to make such increase ought to be given the benefit of whatever improved service the Company and the Government can devise. It is to be hoped that the day is not long distant when the larger cars will be in operation.

A Recognised Principle.

And whilst we are on the subject of the Peak Tramway Company and its service to the public, it might not be inappropriate to revert to the question we recently raised regarding the whole of the public utility companies of this Colony. Where a private company enjoys a monopoly in catering to some essential public need, then the community has a right to insist that the service given should be of the best possible kind, and, that after a certain reasonable profit has been made, the surplus increment should be devoted to the improvement of the service or the lessening of public charges. The local Government has intimated its approval of that principle in connection with the Hongkong Electric Company and it also acknowledged the principle when it passed the latest Ferries Ordinance. We have in mind the fact that the whole of our public utility services—trams, lighting, ferries, gas, telephones, etc., are provided by companies enjoying either actual or virtual monopolies and the public has a right, therefore, to insist that surplus profits should be devoted to the improvement of those services and the reduction of consumers' or patrons' costs. In private business a company either succeeds or languishes by reason of its excellence; competition compels it to maintain a certain standard. Public utility concerns often succeed by reason of the public's necessity and the public has a right, therefore, to say that where a monopoly is enjoyed and competition eliminated the Company shall give a service as excellent as if there were competition. There's a moral justice behind the plea, and we are glad to think that our local Government recognises it. In the future development of Hongkong that principle should not be lost sight of.

Australia Again.

Surely the Australians must have got the "Indian sign"—to borrow phraseology favoured of boxers—over the willow-wielders of the Old Country! That the Cornstalks are a rattling good combination was amply demonstrated during the M.C.C.'s tour, when Armstrong, Macartney, McDonald & Co accomplished the unprecedented feat of sweeping the board in the first Test matches. Even then there were plenty of believers in England's chances. While in Australia the homeland's cricketers had experienced a measure of ill-luck in the tests and several players had been below par in the fielding department. It was felt that on the familiar turf of the Oval,

DAY BY DAY.

THERE IS NOTHING LIKE PUTTING THE SHINE ON ANOTHER'S FACE TO PUT THE SHINE ON OUR OWN.—W. C. Garrison.

Yesterday's health return shows that there were four fresh cases of small-pox, three deaths taking place. There were also two non-fatal cases of paratyphoid fever.

To-day's advertisements contain an announcement that the Hongkong Garage has opened at No. 20 Praya East. The new garage will be the nearest garage to the racecourse and Taikoo. Moderate rates for hire are promised.

The skipper of a small steamer on scheduled runs to Wuchow in reply to our enquiries in regard to the conditions at Wuchow, which is reported to be under martial law, stated that he did not perceive any apprehension at that port of a threatened Kwangtung expedition, nor any signs to show that trade was not proceeding in the normal way.

Before Mr. R. E. Lindsell this morning a Chinese was charged with picking the pocket of another Chinese in Queen's Road Central yesterday and stealing \$16. The defendant maintained that he was wrongly arrested and that he was not the thief. The man said he could prove his respectability if he were given opportunity to call witnesses. The case was accordingly adjourned.

Mr. R. E. Lindsell had before him this morning the adjourned case of a Chinese who was prosecuted for failure to report a case of small-pox. The man said he was ignorant of the law, to which the Magistrate replied:—"These laws are for the good of the public health. If you people do not go and report it means that smallpox spreads. It is for your own protection, in fact, \$25."

We learn that in connection with the Kowloon site purchased by the Fred Ellis Estate Agency, that some 200,000 square feet of land have already been taken up. It looks as though the whole property will be taken up by other prospective lessees before many weeks are passed. The buildings on the property are confidently predicted to be completed within eight months' time.

Music lovers will have the opportunity of hearing two concerts to be given in the City Hall on the afternoons of the 14th and 17th inst., when Vladimir Siroldo, Violin Virtuoso, and Harry Ore, Pianist Composer will appear in solos and ensemble playing. These two young Russian artists have been playing with great success in Shanghai, Japan, etc. and are at present on an extensive concert tour. The arrangements for the concerts here are in the hands of Prof. Danenberg.

There arrived in the Colony yesterday on his way to "La Belle France" Monsieur Bapst, who for the past two years, has been Ambassador at the Court of H. I. Japanese Majesty, M. Bapst, who is well-known in diplomatic circles as a capable official, is proceeding home on leave accompanied by his daughter. On his arrival here by the M. Andre Lebon, he was met by the French Consul General and other members of the French community. The vessel on which he travels is due to leave this afternoon.

Three stone-breakers employed at Lyseem were charged before Mr. R. E. Lindsell at the Magistrate's Court yesterday with committing an assault on other coolies and also with disorderly conduct. The matter arose out of a quarrel between a gang of stone-breakers, and it transpired that there was a fight in which poles and hammers were used. Mr. Longinotto prosecuted and Mr. Hind defended. His Worship thought there were lies being told on both sides and bound the parties over to be of good behaviour.

Lord's, and the other leading grounds, England would do herself justice. And now in the first Test match—the hundredth meeting between England and Australia—the men from the Southern Cross have again trounced Albion's representatives. Hobbs' absence was a misfortune, otherwise there is no excuse to offer. The wicket was wet for Australia as well as for England. All praise, then, to the visitors—accustomed to dry pitches—for their greater adaptability.

AVIATION NOTES.

By "Meteorite."

Possessing the proud distinction of being the only man in the world to occupy such a position, Major S. T. L. Greer, has been appointed air station master at Croydon. It will possibly be that in the course of time, with the wider spread of aviation, this distinction will be taken away from him, but for the moment he moves in an environment which romanticists have attempted to colour with vivid descriptive pictures. From his office in a big central tower perched on four legs high above the hangars and service buildings at Croydon, it is stated, Major S. T. L. Greer the first air station master in Great Britain—it is believed, the first in the world—will direct all arrivals and departures at that aerodrome.

Major Greer, who, according to the London "Star," has had wide experience in military and civil flying, will be charged with giving safe landing orders to all incoming machines, and thus prevent collisions on the aerodrome. By wireless he will be able to instruct an aeroplane on its way from Lympne, after crossing the channel from Paris, either to increase or slacken speed so that it does not collide with the arrival from Amsterdam, and "joy riders" lingering on the aerodrome must be hustled in order to insure clear landing space for approaching machines. At night Major Greer will direct air traffic with rockets and Very lights. Far away over the Surrey hills he will see the green light rise high in the sky—a night flier on the airway signalling for a landing at Croydon. The answer will be flashed back—a green light if the way is clear, or white if no landing space is available and the flier should defer his arrival till space can be made ready.

"It is all so matter of fact," says the "Star," "this first air post in the world, all so full of wonders locked up in innocent little houses beside the mighty hangars, that it is only when one gets behind the scenes that one realizes its outstanding features. A lighthouse to guide pilots lights up and goes out automatically, its 72,000 candle-power beam visible from the air for thirty miles. Three powerful searchlights help with the night flying operations. Near by is a rocket apparatus for signalling. The old flares that used to indicate to night pilots the direction of the air currents—since a machine always lands head to wind—have been replaced by an ingenious landing light in the shape of a huge capital L. It is let into the ground, the electric bulbs being covered with glass safes for an aeroplane to land upon. The upright arm of the L faces the direction in which the wind blows."

It is with a feeling of profound regret that the death is recorded of Lieutenant William D. Coney, which sad event occurred at 5.20 p.m. March 30 in a hospital at Natchez, Mississippi, whither he had been taken after injury in an aeroplane accident at Crowville, Louisiana, March 25, at 7.30 a.m. It was in a daring and gallant attempt to stretch his own record in making a one stop flight across the continent that Lieutenant Coney met with the disaster that resulted in his death. In the evening of Feb. 21, Lieutenant Coney left Rockwell Field, San Diego, California for Pablo Beach, Jacksonville, Florida, in an effort to cross the continent in a day, in a one stop flight. Because of engine trouble Lieutenant Coney was forced down at Bronte, Texas, flying thence to Love Field, Dallas, from which point he made one hop to Jacksonville, actual flying time for the transcontinental flight being 22 hours 27 minutes. Disappointed by his inability to produce the performance aimed at in this flight, Lieutenant Coney desired to make a return trip from Jacksonville to San Diego in a one-day, one stop flight. It was this attempt that ended fatally on March 30. Hopping off from Pablo Beach at 1.40 a.m. March 25, engine trouble forced Lieutenant Coney to attempt a landing at 7.30 the same morning. His plane struck a tree, and fell 75 feet. Lieutenant Coney sustaining injuries that resulted in his death.

DUKE AS DISTRICT COUNCIL CHAIRMAN.

The Duke of Bedford has been elected chairman of the Woburn (Beds) District Council.

AN EMPLOYEE'S BONUS.

Interesting Legal Debate.

Arising out of an agreement alleged to have been entered into between the Hop Yau firm and an employee named Hui Kau, in which the firm agreed to pay a bonus on the year's profits, an interesting case came before Mr. Justice Wood at the Summary Court, yesterday afternoon, when the Hop Yau firm claimed from Hui Kau the sum of \$173.15, wages overdrawn. Mr. H. C. Lee appeared for plaintiffs and Mr. F. B. Mason represented defendant.

Mr. Mason admitted the amount overdrawn, but contended that defendant was entitled to the money. The amount was correct, but a similar sum was due to defendant in respect of a bonus.

Mok Pan said he took over the management of the business on Feb. 11th, 1918. Defendant, who joined the firm in 1914, was then getting \$15 a Chinese month and a commission of 10 per cent. on the year's profits, and at that date the accounts between plaintiffs and defendant were square.

His Lordship asked to see the books of the firm, which Mr. Lee handed up to him, with the exception of certain books for 1916 and 1917, which Mr. Lee said had been sold.

Mr. Mason submitted that if the books could not be produced, plaintiffs had no case.

Witness continued that at the end of the year the firm's profits were over \$2,000 and after defendant had been paid \$200 commission the accounts showed that he was overdrawn.

Mr. Mason said his whole case rested on the missing books. He contended that during the years 1916 and 1917 there was a bonus due to defendant.

Cross-examined by Mr. Mason, witness said between 1914 and the time he took over he knew nothing of the business.

Mr. Mason: In 1916 your firm made a profit of \$1,500?—No profit was made that year.

In 1916 and 1917 your account-ant embezzled the money of the firm?—No, the account-ant has never embezzled the firm's money.

Mr. Mason said in the years 1916 and 1917 the business showed a profit of \$2,800, but a bonus had been swallowed up by the account-ant embezzling the firm's money. Defendant was not responsible for the embezzlement, and Mr. Mason submitted that he was entitled to receive a bonus.

His Lordship said the evidence showed that defendant was not entitled to ten per cent. on sales, but on ten per cent. of the profits declared at the end of the year. Witness had stated that during those years there were no profits.

Mr. Mason said there were no books to show whether there were any profits or not. "Where are the books for 1916 and 1917?" he asked witness.

Witness replied that the books had been sold.

Mr. Mason said it seemed to him that the books had disappeared.

THE FAR EASTERN OLYMPIAD.

To-day's News.

Our special correspondent at Shanghai wires us as follows concerning the opening heats of the swimming competition in the Far Eastern Olympic Games at Shanghai yesterday:—

Japan gained three places in the quarter-mile. Japan also has five and the Philippines one representative qualified in the 100 yds. back-stroke competition. In the mile Japan gained three places.

The Philippines took the first and second places and the Japanese the third in the 50 yds. All the times were records, except in the 50 yds.

ed very conveniently. The whole dispute arose on the bonus for 1916 and 1917.

Witness said no profit was made during those years and so the employees were given no bonus. He knew that the accounts were square in Feb. 1918, because he paid defendant over a hundred dollars, which he was not entitled to under the agreement but which he was given to encourage him in his work.

Hung Wing said he managed the business from 1914 until it was taken over by previous witness, and they made no profit during the whole of that time. He denied that the account-ant had embezzled the firm's money, and said defendant would not have been entitled to a bonus if there had been any profits.

Mr. Mason said the defence was that defendant was entitled to a bonus from the day on which he joined the firm. Profits had been made, but there was no bonus given for 1916 and 1917, owing to the embezzlement. Defendant was told that he could draw the money afterwards, and he had done so.

Defendant, in the box, denied receiving any money when the management changed hands. A bonus—about \$280—was due to him, but nothing was paid owing to the fact that the account-ant had absconded. The firm promised to pay the money later.

In summing up, His Lordship said the issue before the Court was whether the account was a running account dating back to the early days of the firm or if it was closed by mutual consent in Feb. 1918. The real point was not what the state of the account was at that time, not the circumstances that led to a change of management, it was whether the account in February 1918 was closed to both parties. It seemed to him that the account was closed. He was inclined to believe that the firm met to consider their position and found their account gone and their money gone with him. They discussed the situation, the accounts were closed and no balance was carried forward to the following year. Judgment would be given for plaintiffs, with costs.

Between Ourselves

By Robt. MacWhirter.

Since Lloyd George began to tell the pushful Poles just where they got off at and to what extent they could be expected to treat the Versailles Treaty and yet no "make it a scrap of paper," I've been very amused to read Herr Wirth's utterances w' regard to England. All of a sudden we began to be very fair folks. "Yea a Daniel, come to judgment," we almost hear the worthy Chancellor say. When I look back and think of the "Gott Strafe England" days, there's no one of us but can gain say the fact that time is indeed a great healer. Some of these days I wouldn't be a bit surprised if it should leak out that we've signed up a secret treaty w' Germany and that the most-favoured nation clause will once more begin to operate in the way of according her nationals the privilege of carrying our soap and fish and relieving the tedium of the times w' her once famous bands. Our barbering during the past six years has been on patriotic lines but surely the time has come to realise that a haircut by any other hand would look as neat. I can see our scare head lines disappear and those who compile our news bills reduced to impotence—makers of bricks without straw.

If Herr Wirth sends along any more of those messages per Reuter it will soon be deemed an impertinence on the part of patriotic, though dilatory, War Memorial Committees to continue their labours. Those convenor guns of ours packed carefully away in godowns will one day have to be dumped sixty fathoms deep, for the day isn't far distant when an indignant German Consul will talk of international discourtesy and a crack in the Anglo-Tentonic Entente. So you Memorial makers had better get busy while yet there is time. For the souvenir guns I know of a pretty badly in need of the like just a hundred miles away. Shsst—it's all right. The Canton Times doesn't subscribe to this paper.

Aye, things are looking up. Only day we may now expect something from Reuter on these lines.

Berlin June?

The German foreign office announced to-day that the German nation must realize it was defeated in the war. It further stated the government would pay twice over all reparations demanded by the Allies.

And if that, why not this?

Petrograd, June?

Lenin and Trotsky to-day accepted positions with a British syndicate at £10,000 a year each. They have renounced Bolshevism and have asked the British Government to set up a protectorate over Russia. They would like to have Prince Edward appointed first president.

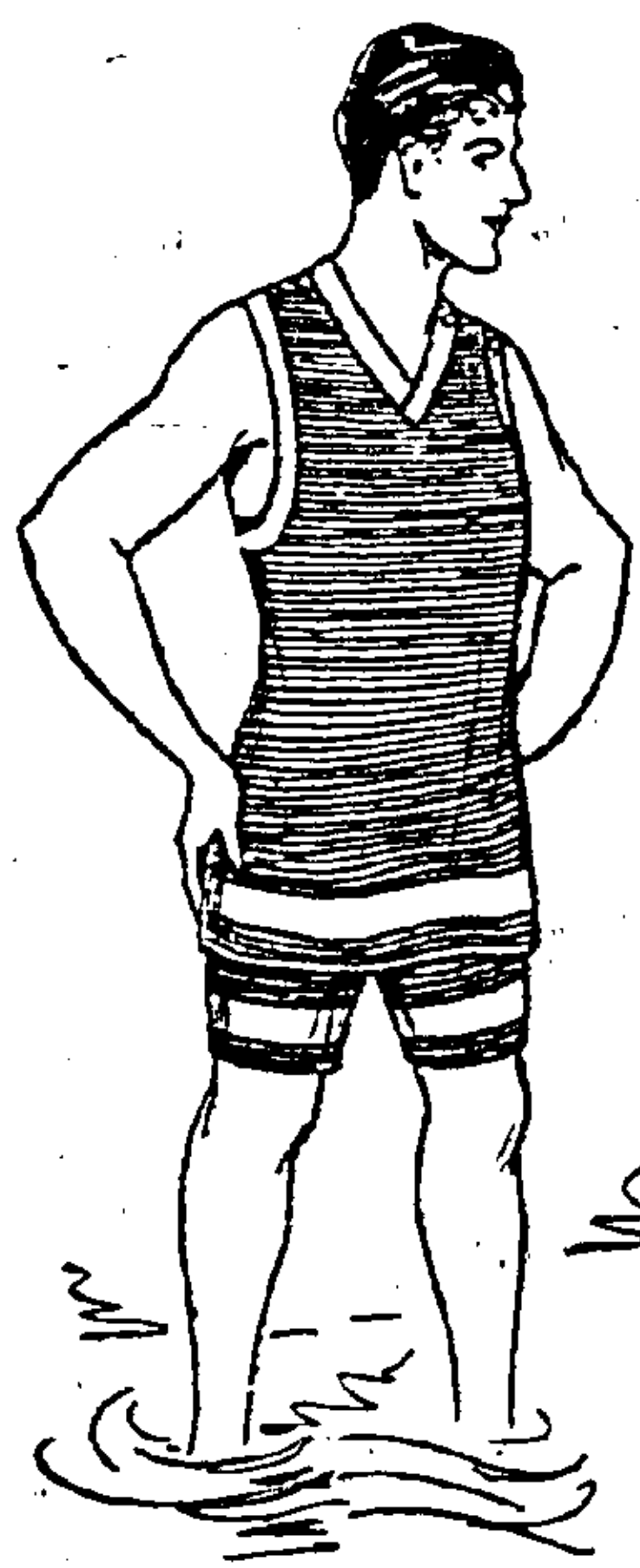
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H.M.S. TITANIA.

Fancy Dress Ball.

The Titania's fancy dress ball, held at the Seamen's Institute last night, was a great success, over two hundred persons participating. The dance was originally arranged to take place on board the ship, on May 4th, but owing to unforeseen circumstances it was postponed several times and it was eventually considered advisable to hold it at the Institute. The Signal and Electrical staffs were to be complimented on the way in which the decorations and lighting were carried out and praise is due to the Rev. G. Stait,

M. A. A. Bailey and P. T. L. Forsyth for the success of the evening generally. Music was provided by the ship's band. The dresses were realistic and original, and the judges (Commander C. Cantlie, Mrs. Roberts and Chief Stoker Masters) found no small difficulty in deciding to whom the prizes were to go. Capt. Benning, D.S.O., gave the first prize for ladies and the first prize for gentlemen and the two second prizes were given by the Ward Room officers. They were presented by Mrs. Roberts. "The Titania's band" and "Good luck to the Submarine Flotilla" carried off the prizes for ladies and the gentlemen's prizes were awarded to "Government waste" and "Unemployed ex-Service man."

THE KING'S BIRTHDAY.

Official Celebrations.

To celebrate His Majesty's Birthday on Friday there will be a review of the troops by H. E. the Governor on the Hongkong Cricket Ground, at 9 o'clock; there will be a reception to foreign consuls at Government House, at 11.30; and in the evening a reception and ball will be held at Government House, private entrance at 9 o'clock, and public entrance at 9.15. Unless it is raining no motor cars or rickshaws will be allowed in the Government House grounds. Private and public chairs will be allowed to enter and private chairs will be permitted to park within the grounds, but public chairs will park outside.

TO-DAY'S
MISCELLANY.

"Have you no kinsmen to help you?" was asked of a poor man who applied for relief in Brussels recently. "My only brother died 150 years ago," answered the applicant. Amazing as was his statement, it proved to be true. A still more extraordinary lapse of time between the birth of two brothers is recorded by Henry Bellenden-Ker, a well-known English lawyer of the early nineteenth century. One of the witnesses in a probate action in which Bellenden-Ker was engaged was asked if he had any brothers or sisters. He replied that his only brother had died 152 years before. A murmur of incredulity ran through the court, yet documentary evidence was produced to confirm the old man's statement. His father had married at the age of nineteen, and by this wife had a son who died in infancy. He married again at the age of seventy-five and had another son, the witness, who was ninety-six when he gave his evidence.

There is probably no examination in the world which sets up more discontent than that now to be undertaken by the Hanging Committee of the Royal Academy, says a writer in a Home Journal, referring to the annual view. In most examinations the candidates who are unsuccessful receive their defeat with a certain philosophy—without, at least, railing at the examiners. But the Hanging Committee of the Royal Academy has the pleasant knowledge, year after year, that it is certain to do the wrong thing, that the majority of the rejected will charge the rejection either to prejudice or to sheer incompetence, and that the public, which has really no means of delivering a proper verdict, will endorse the complaints of the rejected by declaring that what has been left out cannot possibly be worse than what has been accepted. In vain have various members of the Hanging Committee left memoirs for us in which we are assured that the work is carried out with the most meticulous care, and that if there is an even division of votes among the members of the Committee the casting vote of the President is generally on the side of mercy, but these pleas are always rejected with scorn.

In China says a writer in a Home Journal, the popular explanation of an eclipse is that a heavenly dog has eaten the sun, so that he has to be frightened or persuaded to restore it to its place in the sky. This belief, however, is gradually being dispelled by the spread of Western knowledge. It is related in the biography of Mr. Samuel Pollard, the well-known missionary in Yunnan, that on one occasion, when he knew that an eclipse was at hand, he prepared a scientific account of it in Chinese and had hundreds of copies printed from a wooden block. At the right moment he distributed these leaflets in a crowded market-place, and had to clamber upon a table to escape being trodden down by the eager throng. This attempt to give a reasoned explanation of the eclipse from the standpoint of Western science made a favourable impression upon the better-educated people. But the mandarins, whether they accepted this version or not, had to go through with the prescribed ritual for saving the sun. Mr. Pollard and his friends went to the Yamen to witness the ceremony. All the officials of the city were assembled in their gorgeous robes, and in the presence of an excited multitude they went through their prayers and prostrations amid the noise of horns and the crash of gongs.

DAIRY FARM NEWS.

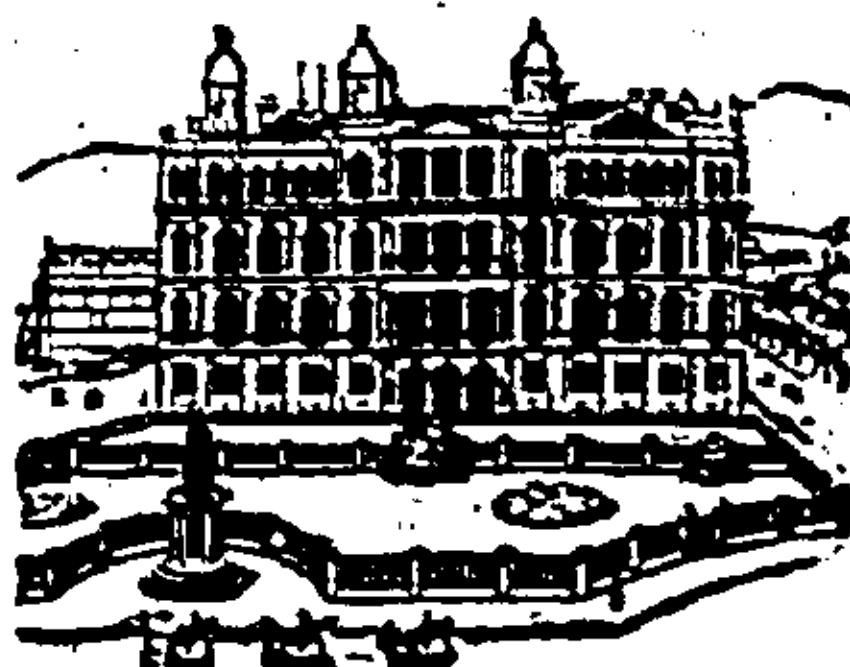
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INDIA'S LOVE OF
SHAKESPEARE.

The Dramatic Instinct.

At the Shakespeare Hut, now the Indian Students' Hostel, the chief centre of Indian student life in London Sir Israel Gollancz, the founder of the Shakespeare Hut and chairman of the Shakespeare Association, delivered a lecture on "Shakespeare and India." Sir William Meyer, High Commissioner for India, presided.

The lecturer said that during the war the Shakespeare Hut had ministered to the comforts of well-nigh a million of our fellow-subjects from over the seas; and it was well that during this time of peace Indian students were making it their home, while learning the best lessons of Western civilization. Happily, Carlyle's question—put in 1840—had now lost its application: "Will you give up your Indian Empire or your Shakespeare?" India's pride was deep in being able to claim Shakespeare as at once the British Empire's and the Indian Empire's common prized possession.

popularity of *Romeo and Juliet*—its likeness to a similar love-story, connected with Rajah Rasalu, which had passed into European romance—and gave the most widespread source for love-tragedies before Shakespeare's genius touched the theme of *Romeo and Juliet*. He alluded to Boccaccio's story of Tancred and Gismondia. Similarly, as regards *The Merchant of Venice*, it was of interest that the Caskets Plot went back to the Indian original of *Barlam and Josaphat*—a Christianised version of Gautama Siddharta the Buddha.

But it was not merely the plots that caused Indians to be attracted to Shakespeare. They were from ancient times devoted to drama, and the classical drama of India belonged to the greatest dramatic literatures of the world, though from the period of the Middle Ages it had declined. Its history, its characteristics, its relation to poetry, its almost religious position, showed how high a place was accorded in ancient India to this form of literature, which was said to be of Divine origin. It was, however, not a national form of art; it belonged to a caste. The dramatic instinct, side by side with that philosophical outlook of the Indian mind, co-existed through the ages, as it still exists, and India had all along instinctively sought for drama worthy of a place in the recreative life of the people. It would seem that Shakespeare whether in the original or by means of translations, is likely more and more to satisfy this aspiration.

After passing in review aspects of the relations of Shakespeare's age to India, and pointing out that Elizabethan enterprise first associated England and India, the lecturer dealt with certain references to India in Shakespeare, concluding by quoting the following lines, applying them in a sense other than Shakespeare could have dreamt of—

To-day the French.
All eloquent, all in gold, like
heaven gods
Shone down the English; and
to-morrow they
Made Britain India; every
man that stood
Showed like a mine.

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Smart Little Frock of Peach Tinted Handkerchief Linen

Modes of the Moment.

All the styles are young this season, but modes for around twenty are the very spirit of youth itself. Short skirts, little sleeves that show dimpled arms, frilly flounces and tiny ruffles and much emphasized sashes give the very young woman a little-girl suggestion that is captivating. It is hard, these days, to tell the grown-up little girl from the actual little girl dressed in grown-up clothes. Few maidens of twenty look a day over sixteen.

MILLINERY PICTURESQUE IN STYLE.

Hats for such young wearers are picturesque rather than daring or dashing—though some of the little turbans are worn in a very dashing way. The hat of twenty-years-old is apt to be either very small or very large and it is either a close little turban put on at a rakish angle, or a sailor shape with drooping or rolled up brim. Tailored hats are liked by these younger women—the hats that have a sporty dash about them and a boyish suggestion. Girls leave the flower-decked turbans and the feather-laden large shapes to older women, they know their fresh youth can stand the severe tailored styles in millinery and softening lines are not imperative. And girls seem to love the dangling hat trimmings; the tassels, bead ornaments and fringed ribbons that hang down from the brim at one or both sides. Nine out of ten hats for youth have these dangling trimmings.

TAFFETA FROCKS IN QUAIN STYLES.

But it is the frocks of twenty and under that are the despair of older women. Such entrancing styles are shown in the misses departments and in the specialty shops where youth is catered to. Such engaging styles rarely find a way into departments where women's sizes are carried. The reason is, of course, that all sizes under thirty-six suit youthful figures and designers make frocks in these sizes youthful in style. They are not afraid to venture upon striking styles or eccentric lines or gay colours as they would be in a run of sizes up to the ample forty-fours, some numbers of which must be worn by women who would look absurd in youthful and pronounced modes.

A great many of the youthful frocks this season are of taffeta—delightful little frocks, crisp and ruffy, with short sleeves and short skirts. Some of these frocks have panels with small ruffles all the way up gathered at either side of the skirt. Others have little ruffled aprons. A quaint little frock of pearl gray taffeta is pictured. The flat, youthful bodice, with its square neckline and turned-down collar, drapes into a sash effect that comes over the geth-red skirt and on skirt and sleeve are shirred puffs of the silk. The collar is of handkerchief lawn in palest lavender with an embroidered border of tiny white and purple violets.

A more elaborate taffeta frock for a young girl is in navy blue shade with embroidery of white seed beads and strips of white Georgette inserted in sleeve and skirt as part of the embroidered design. A feature of this frock is

the round tucker of white Georgette which extends downward at the front to meet the band encircling the skirt. A sash of the taffeta is knotted at one side over the loose, one-piece frock.

MUCH CREPE DE CHINE WORN.

Usually the softer silks like crepe de chine and crepe meteor are reserved for older wearers, but this season many youthful frocks are of crepe de chine. A smart model is pictured, a frock of blue crepe de chine over a slip of taffeta in the same shade. Taffeta roses with stems and leaves are applied to the crepe de chine tunic with an embroidery stitch. The sash goes twice around the waist and its ends fall below the skirt at one side. Another crepe frock of fascinating style is in gray tone. Narrow pleated ruffles with picot edge run obliquely down the skirt from belt to hem, the ruffles overlapping at the center of the skirt but revealing their separate starting and ending points at belt and hem. The bodice has a round neck finished with a pleated ruffle and similar ruffles hang from the elbow sleeves.

VERY SHORT SLEEVES FOR GIRLHOOD.

Instead of growing longer, sleeves have grown shorter. Some frocks for young women have no sleeves at all, the armhole finishing the bodice at either side. A frock of this kind is made of wide moire ribbons used vertically and set together with chenille braid—yellow ribbons and black chenille. There is a simple round neckline, no sleeves and no sash. But the frock is tremendously chic. Summer frocks all show the very short sleeves that stop considerably above the elbow. Cool and delightful those little abbreviated sleeves will be—but how about the danger of freckled arms? A pretty frock of peach pink handkerchief linen pictured, has the little sleeves referred to. Tiny ruffles are sewed across these sleeves and on the flounces of the skirt. A small collar turns back at the neck, and this collar and the opening at the front of the neck are edged with a tiny ruffle. The sash of horizon blue ribbon runs through a shirred casing which forms the waistband. A typically girlish hat accompanies this frock, a broadbrimmed model of straw, faced with peach pink taffeta and trimmed with a flat wreath of applied leaves in horizon blue.

Canton crepe dresses in one-piece styles and in smart tailored effects are good looking for street wear and for summer travel. One of these frocks is of navy blue canton crepe with red ribbon at the edge of the elbow sleeves and inserted in a slash running down from the neck line. At either side of the slash are small red buttons. Another canton crepe frock is white, the loose blouse and plain skirt separated by a brilliant sash of burnt orange and henna silk that is placed at a very low waistline and tied at one side. The blouse has a turned down collar of the gay silk and two rows of buttons made of the white crepe run from the collar down to the sash, dividing a little as they go



This Blue Taffeta Frock is Embroidered with White Rice Beads



Distinctive Little Frock of Pearl Gray Handkerchief Linen

HOW TO ACQUIRE A GRACEFUL POISE AND CARRIAGE.

Everyone except infants or those helpless with age or disease does a certain amount of walking, but few of us do it with any degree of grace or beauty. The first thing in acquiring a graceful carriage is to learn to hold the body correctly when standing. Women are prone either to carry their shoulders slung back, as if a ramrod had been thrust down the spinal column, or else to slouch dejectedly, with head poked forward, stomach protruding, and knees bent and uncertain. The chief thing is to keep the chest out, and the lower part of the body in. This done, the shoulders fall naturally into easy, graceful lines.

THE ERECT TEST.

The body should be erect, inclining slightly forward from the hips up, the weight on the balls of the feet, never on the heels, the knees held together, the arms hanging naturally at the sides, the chin up, the chest forward, and the abdomen back. In grace the chest and step in front of a door, letting the toes touch the woodwork. If at the same time the forehead and chest meet the door panel the standing position is correct. Another simple test for unsteady, wavering gait in-

good standing is to take the position shoulder, hips, and ankle joints in line, and the head poised as if carrying a burden upon the crown. Now have someone pass a hand over the back and shoulders. If the shoulder blades can be felt the attitude is still awkward. It takes possibly a month of morning exercise before the body falls naturally into the correct position, the chest up, the abdomen in, the weight falling on the balls of the feet. At first it is necessary to assume the attitude consciously, and that means stiffness, but the habit once acquired one loses all thought of the process, and gets an unconscious dignity of bearing.

BOOTS AND BEARING.

A woman's bearing depends largely upon the boots she wears. If they pinch her feet she can have no repose or elasticity. Her chief desire is to get to her destination as swiftly as possible, in order to lighten the exquisite torment in their swollen veins and cramped muscles. Tight boots, however, are less destructive to grace in walking than very high heels. Even ordinary walking boots have the exaggerated Cuban heel which throws the body completely out of plumb and produces an unsteady, wavering gait in-

describably ugly. The higher the heel the greater the pressure on the toe joints, which are often crowded out of position altogether, and develop into unsightly knobs. When poise is once acquired, and well-fitting boots chosen, it is easy to walk. Tall women are more apt to walk well than the plump little ladies who, with the keen desire to keep down superfluous flesh, gird themselves into the tightest clothes.

ACQUIRE AN EASY POISE.

A famous physical culture teacher gives the following instructions to her pupils after they have acquired poise. "Think of someone you love very much and have not seen for a long time," she says. "Your mother? Yes. Then come to your mother. Ah! but you forgot to forget yourself. Now, again. That is better; but you rushed. Easy does it—a-a-y." This teacher favours the gradual placing down of the foot, toes first, not turning it out at an angle, but letting it face forward naturally. Turning out the toes is ugly and ungraceful.

NOTIONS.

Now that most things that are fashionable glitter, don't throw away expensive gold and silver laces just because they have become tarnished.

Baste the lace on a piece of woollen cloth, stretch by tacking to a table or ironing board, and remove all dust by giving it a thorough brushing.

Next apply powdered burnt alum with a soft brush. Allow to stand for a few minutes before removing the lace from the woollen and dusting free of powder. The burnt alum restores the bright finish to the lace.

Gold and silver cloths and nets may be rehabilitated in the same way.

Everything seems to be towering now. Candlesticks are tall and slim and candles are even taller. Cake and candies on the luncheon table are carried aloft by tall pedestaled compotes. Ices and sherbets are served in tall-stemmed glasses. As for flower vases they increase in height and in slenderness—like the willowy ladies in the fashion drawings of magazines.

GOOD FOR ALL TIME WEAR



Notice the sheath of soft black lace which trails alluringly under the chin and across the shoulder. The girl with rather wide eyes is safe with such a trick—but beware you slim-faced girls! The frock is taffeta with the youthful triple-tiered skirts and surplice collar. The latter is cream organdie while the dress itself is a combination of brown and white.



This New Stenciled Blouse has Tucked Linen Lawn Vestee, the Very Latest Touch

Wrinkles can generally be removed from a silk dress by hanging it over a bathtub filled with water hot enough to steam and then drying it where nothing will touch it.

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Hongkong.

THE JAPANESE CROWN PRINCE.

Reasons for the Visit.

A matter of eager, restrained speculation in the Japanese Press and in the Diet is the reason for the Crown Prince's visit. This was very hurriedly arranged, though Japanese officials had been in London on this mission for some weeks previously. But it had not been actually settled, and, according to advices from Japan, was only decided upon very suddenly. Speculation in that country is as to the reason. There appear to be two reasons, writes a correspondent in the Observer.

The first is that the Emperor and Empress feel very strongly that the Crown Prince should see the world, and it is a matter of some importance that he should see it very soon. The Emperor's telegram to President Harding confirms this view. Once H.I.H. has assumed greater responsibilities, which it is to be hoped will not be for many years, he will be unable to travel abroad. The health of the Emperor therefore is one reason.

The second is the recognition by the throne of the necessity of introducing and developing a more democratic monarch than has ever ruled in Japan. During the early years of his reign the present Emperor caused the greatest uneasiness in bureaucratic circles by the manner in which he drove out amongst the people, a practice unfortunately curtailed of recent years by the state of his health. The Princess Nagako no Kuni, to whom the Crown Prince has been betrothed, is the daughter of the Prince and Princess Kuni, a branch of the Fushimi family, a collateral of the Imperial House. The Prince and Princess are the most democratic members of the Japanese Imperial Family. They have twice visited America on the first occasion in 1909, and again on the occasion of the Hudson Tercentenary. In that country, the most democratic in the world, they created the most favourable impression, so much so that it was said that if the Prince had represented Japan at Washington there would have been no Californian question.

Those acquainted with Japan, and the conditions which have arisen during the war, recognise that a situation is being

created which will eventually come to a straight struggle between the democracy and the class. The democracy will turn to the Throne, and, if our surmise is right, will not turn in vain. The record of the present Emperor and his Consort gives every indication that the tour of the Heir Apparent is deliberately intended as the prelude to an era of greater democratic freedom.

It will be noted that accompanying H.I.H. is Count Chinda, the former Imperial Japanese Ambassador in London. It will also be noted that the new Minister of the Household is Baron Makino. It is not a wild guess that whilst the tour is intended to be "educative," there is also a diplomatic end to it. Count Chinda is a member, I believe vice-president, of the Japanese Diplomatic Council. The "Jiji Shimpo" describes him without much exaggeration, as "the Diplomatic Council's Viscount Makino has held various ambassadorial posts abroad, has been Foreign Minister, and was a member of the Japanese Mission at Versailles. Prince Saicui was the head of the Mission, but Viscount Makino was its pivot. He is regarded as the leading statesman of Satsuma and one of the two coming men of Japan. (In passing I may remark that he is a son of the great Okubo, one of the earliest and the greatest of the statesmen of the Meiji era, and was adopted into the Makino family.) These two appointments of Count Chinda and Viscount Makino are worthy of notice because they almost undoubtedly mean that Foreign Affairs are not dissociated from the Crown Prince's tour and from the recent friction in Tokyo.

Further evidence were wanted it would be in the names of the opponents of the tour in the Diet and the petitioners at the Meiji shrine. Dr. Teras and his associates have been too prominently associated with the disorders and revolutions in China during the past ten years to welcome any settlement of the Far East with an open heart.

SAWED WOOD AT 101.
Mr. E. Russell, of Creighton Northamptonshire, has died at the age of 101. He celebrated his 101st birthday by sawing wood, which, he said helped to keep him "young." He was three times married, and leaves nearly 50 living descendants.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

| Vessel | Agents | From | Mooring |
|--------------|-----------------|-----------|---------|
| Hainan | Douglas | Shanghai | Wh. 1 |
| Hopson | J. M. | Shanghai | Wh. 2 |
| Hydrangea | China Co. | Shanghai | Wh. 3 |
| Lachow | B. & S. | Shanghai | Wh. 4 |
| Kwangso | B. & S. | Shanghai | Wh. 5 |
| Shanghai | B. & S. | Shanghai | Wh. 6 |
| Andre Labou | Ubb Livingstone | London | Wh. 7 |
| Yodo M. | M. M. | Yokohama | Wh. 8 |
| Samarang M. | Nanyo K. K. | Kobe | Wh. 9 |
| Hok Canton | W. Hing | K. C. Wan | Wh. 10 |
| King Hong | Pak Hong | Shanghai | Wh. 11 |
| Shing Cheong | Koo Hong | Shanghai | Wh. 12 |
| Paoing | B. & S. | Canton | Wh. 13 |

Clearances.

| Vessel | Agents | Where Bound | Departure |
|------------------|-------------|-------------|-----------|
| Lukang | J. M. | Shanghai | Today |
| Yangtze | Pak Hong | Shanghai | Today |
| Kung Hong | P. & C. | Shanghai | Today |
| Wai Tai | St. & Dixon | Shanghai | Today |
| Taiyinhin | B. & S. | Shanghai | Today |
| Knight Companion | B. & S. | Shanghai | Today |
| Tubini M. | N. Y. K. | Shanghai | Today |
| Toyotomi M. | Y. K. K. | Hongkong | Today |
| Jincho M. | M. B. K. | Keelung | Today |
| Taikowany | B. & S. | Samarang | Today |
| Jacob | P. M. S. | Singapore | Today |
| Hanyang | B. & S. | Shanghai | Today |
| Haiching | Douglas | Shanghai | Today |
| Suichon | Yue Woo | Tientsin | Today |

Impending Departures.

(Compiled from our Shipping Advertisements.)

| Vessel | Agents | Destination | Sailing Date |
|--------------|-------------|-------------|--------------|
| K. Companion | Bank Line | New York | 1st June |
| Loretta | S. & D. | New York | 1st |
| K. Companion | B. & S. | Suez | 1st |
| Fukumi M. | N. Y. K. | Japan Ports | 1st |
| Alcor | J. M. Co. | Hamburg | 1st |
| Plassy | P. & C. | Shanghai | 1st |
| West Islip | S. & D. | Manila | 1st |
| Samarang | Nanyo Y. K. | Java | 2nd |
| Winyah | Ad. Line | New York | 2nd |
| Nanning | B. & S. | Shanghai | 2nd |
| Linan | Singapore | Singapore | 2nd |
| Shanti | B. & S. | Singapore | 2nd |
| Chakiang | J. M. Co. | Calcutta | 2nd |
| Foehing | J. M. Co. | Swatow | 2nd |
| Hopson | J. M. Co. | Swatow | 3rd |
| Hedon | B. & S. | Liverpool | 3rd |
| Haiching | D. L. Co. | Shanghai | 3rd |
| Vaensang | J. M. Co. | Manila | 3rd |
| Nanking | C. M. Co. | Manila | 4th |
| Suyang | B. & S. | Tientsin | 4th |
| Prokang | J. M. Co. | Kobe | 4th |
| Toung M. | N. Y. K. | Japan | 4th |
| A. Apur | P. & C. | Hongkong | 4th |
| Kailong | B. & S. | Hongkong | 5th |
| Taiyong M. | N. Y. K. | Japan | 5th |

Impending Arrivals.

(Supplied by our Advertisers.)

| Vessel | Agents | From | Due Hongkong |
|---------------|-----------|-----------|--------------|
| Arratoon Apur | P. & C. | Moji | 2nd June |
| Toung M. | N. Y. K. | Singapore | 3rd |
| Densum | B. & S. | Singapore | 3rd |
| Dunera | P. & C. | Singapore | 3rd |
| Malacca M. | N. Y. K. | Kobe | 4th |
| Totomi M. | N. Y. K. | Singapore | 5th |
| Rakuro M. | T. K. K. | Nagasaki | 6th |
| Eastern | P. & C. | Singapore | 7th |
| Haiching | B. & S. | Shanghai | 7th |
| Montreuil | C. P. S. | Yokohama | 7th |
| Nanking | C. M. Co. | Europe | 11th |
| Glenary | J. M. Co. | Europe | 10th |
| Yokohama M. | N. Y. K. | London | 12th |
| Rakuro M. | N. Y. K. | Calcutta | 13th |
| Viko M. | N. Y. K. | Sydney | 15th |
| Kloot M. | N. Y. K. | London | 25th |

Consignees Diary.

(Compiled from our Advertisements.)

| Vessel | Agents | Goods Stored | Free Storage Expires | Claims to be in by | Examination Date |
|--------------|-------------|--------------|----------------------|--------------------|------------------|
| Glenary | J. M. & Co. | Kowloon | June 5 | June 30 | June 5 |
| Edmore | Ad. Line | Hon Shan | June 5 | June 30 | June 5 |
| Siberia Maru | T. K. K. | T. K. K. | June 5 | June 30 | June 5 |
| Aquilia | D. & Co. | Kowloon | June 6 | June 15 | June 5 |
| Beagle | G. L. Co. | Kowloon | June 8 | June 15 | June 8 |

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Friday, 3rd inst. from 8 a.m. to 9 a.m. There will be no delivery of ordinary correspondence and one collection of letters from the Pillar Boxes. The Money Order Office will be entirely closed. The District Post Office will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m., with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only, and Shuang Wan Office, which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 6 p.m. There will be one delivery from District Offices at Noon.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below, unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

| From | Per | Due |
|--------------------|---------------|----------|
| Shanghai | Suiyang | 2nd June |
| Shanghai | Chinking | 2nd |
| Japan | Arratoon Apur | 2nd |
| Straits | Toung M. | 3rd |
| Shanghai | Szechuen | 4th |
| Straits | Dunera | 4th |
| Calcutta & Straits | Totomi Maru | 5th |
| Japan | Malacca Maru | 5th |

OUTWARD MAILS.

| For | Per | Date |
|--|-------------|--------------------------|
| Japan & Seattle | Edmore | Thurs. 2 inst. 8 a.m. |
| Saigon | Yannin | Thurs. 2 inst. 9 a.m. |
| Swatow, Straits & Bangkok | Shanti | Thurs. 2 inst. 9 a.m. |
| Swatow, Amoy & Takao | Soshi Maru | Thurs. 2 inst. 9 a.m. |
| Shanghai & N. China | Sanning | Thurs. 2 inst. 11 a.m. |
| Swatow & Bangkok | Foehing | Thurs. 2 inst. 2 p.m. |
| Straits & Bangkok, Calcutta & Aden | Chak Sang | Thurs. 2 inst. 1 p.m. |
| Shanghai & North China | Plassy | Thurs. 2 inst. 2 p.m. |
| Java & Port Moresby via Batavia | Samarang M. | Thurs. 2 inst. 2 p.m. |
| Straits & Bangkok | Wingching | Thurs. 2 inst. 3 p.m. |
| Swatow | Hydrangea | Thurs. 2 inst. 3.30 p.m. |
| Straits, Bangkok, Egypt & Europe via Liverpool | Hector | Thurs. 2 inst. |

The parcel mail will be closed

Thursday 2nd June at Noon.

Ford Bayard, Hoihow & Haiphong

Swatow, Straits & N. China

Swatow, Straits & Bangkok

Philippine Islands

Swatow, Straits & Bangkok

Amoy, Straits & Bangkok

Swatow, Amoy & Fookow

Straits, Bangkok, Calcutta & Aden

Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)CAPITAL AND UNDIVIDED PROFITS: U.S. \$4,000,000.
U.S. \$1,450,000.HEAD OFFICE: NEW YORK, U.S.A.
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, CHONGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN.

All descriptions of banking business transacted.

Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travelers Cheques sold by us.

Payable throughout the world.

D. M. BIGGAR,

Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$50,000,000.00

Paid up Capital: 12,279,800.00

Reserve Funds: 7,796,023.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYER PEI

Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG.

Established 1910.

PAID-UP CAPITAL: \$2,000,000.00

RESERVE FUND: 500,000.00

DIRECTORS:—

Mr. Pong Wai Tung, Chairman.

Mr. Chow Shun Son, Mr. Koo Tint Fo.

Mr. Li Koon Chun, Mr. Hing Ching Keng.

Mr. Pong Pui Shan, Mr. Wong Yee Tong.

Mr. P. K. Kook, Mr. Chan Ching Shok.

Mr. Ng Chang Lok, Mr. Kan Chiu Nam.

Chief Manager, Mr. Kan Tong Po.

Asst. Manager, Mr. Li Tse Tung.

BRANCHES & AGENCIES:—

HONGKONG, SHANGHAI, PEKING, TIENTSIN, MANILA, CANTON, SINGAPORE, YOKOHAMA, KOBE, NAGASAKI, KYUSHU, HANKOW, HAIKOW, SHANGHAI, SINGAPORE, YOKOHAMA, KOBE, NAGASAKI, KYUSHU, HANKOW, HAIKOW.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum on savings accounts 4 per cent per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent per annum

For 6 months at the rate of 4 per cent per annum

For 12 months at the rate of 5 per cent per annum

K. L. TONG PO, Chief Manager.

Hongkong, October 11th 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow branch: Russian Consulate.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at rates 2%, 4%, 5%, respectively.

J. USING L.Y.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商中

HEAD OFFICE:—

Alexander Buildings, Queen's Road, HONGKONG.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Paid-up Capital: \$4,000,000

Reserve Funds: \$1,500,000

Starting: 12,500,000

Silver: \$1,500,000

Reserve Liability of Proprietors: \$1,500,000

COURT OF DIRECTORS:—

G. S. Leung, Esq., Chairman.

G. M. Deane, Esq., Deputy Chairman.

D. G. W. Howard, Esq., Mr. A. C. Long.

D. S. Galloway, Esq., Mr. F. P. Pary.

Hon. Mr. P. W. Leung, Mr. L. P. Leung.

T. A. Plummer Esq., A. H. Cusack, Esq.

Chief Manager:—

Hon. Mr. A. G. STEPHEN.

Manager Hongkong:—A. H. B. B. B.

Acting Manager Shanghai:—G. H. B. B.

LONDON BRANCH:—

LONDON COUNTY MERCHANTS BANK & TRUST CO., LTD.

Current Accounts opened in Local Currency and Fixed Deposits in Local Currency and Sterling at rates which will be quoted on application.

HONGKONG, 26th February, 1920.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted in HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3% per

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

| PACIFIC STEAMER | FROM HONGKONG | DATE | ATLANTIC STEAMER | FROM CANADA | DATE |
|-----------------|---------------|----------|------------------|-------------|----------|
| Monteagle | June 14 | July 8 | Metagama | July 15 | July 24 |
| E. Russia | June 23 | July 11 | E. France | July 19 | July 26 |
| E. Japan | July 13 | Aug. 3 | E. France | Aug. 13 | Aug. 19 |
| E. Asia | July 21 | Aug. 8 | E. France | Aug. 13 | Aug. 19 |
| E. Russia | Aug. 18 | Sept. 5 | E. Britain | Sept. 10 | Sept. 16 |
| Monteagle | Aug. 23 | Sept. 15 | Melita | Sept. 23 | Oct. 21 |
| E. Japan | Sept. 15 | Oct. 3 | E. France | Oct. 13 | Oct. 25 |
| E. Asia | Sept. 20 | Oct. 11 | E. France | Oct. 18 | Oct. 25 |

(Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.)

Allotment of accommodation on these steamers is held in Hongkong through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains daily.
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 732. Cable Address GACANPAC.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

| STEAMER | FROM | DATE | STEAMER | FROM | DATE |
|------------|---------|---------|-----------|---------|---------|
| SIBERIA M. | June 10 | June 10 | SHINYO M. | July 15 | July 15 |
| TENYO M. | June 21 | June 21 | PERSIA M. | July 20 | July 20 |
| KOREA M. | July 1 | July 1 | TATTO M. | Aug. 12 | Aug. 12 |

Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

| STEAMERS | TONS | LEAVE HONGKONG |
|-------------|--------|------------------------|
| RAKUYO MARU | 17,500 | June 10th. |
| CHOYO MARU | — | July 11th. Cargo only. |

For full information regarding passengers, freight and sailings apply to:
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.STRUTHERS & DIXON, INC.
GREEN STAR LINEOperating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.
TO MANILA.

| | |
|--|------------|
| "WEST ISLIP" | 1st June. |
| TO LOS ANGELES & SAN FRANCISCO (via HONOLULU). | |
| "WEST CARMONA" | 17th June. |
| TO VANCOUVER & SEATTLE (via MANILA). | |
| "WEST IVIS" | 25th June. |

Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK & BOSTON.
Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE - 11000 Powell's Building, 12, Des Voeux Rd. Tel. 1004.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST-FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. NANKING S.S. NILE S.S. CHINA
June 25th July 15th Aug. 9thHONGKONG TO MANILA.
S.S. NANKING 13th June.HONGKONG TO SINGAPORE.
S.S. NILE S.S. CHINA
June 25th July 22nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada
also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.C. T. SURRIDGE, FREIGHT & PASSENGER AGENTS,
PRINCE'S BUILDING, ICE HOUSE STREET,
TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG
FOR NEW YORK & BOSTON.STEAMERS SAILING DATE
"M. S. DOLLAR" ... VIA SUEZ ... JUNE 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING. TEL 792
THIRD FLOOR 795Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.
FOR MANILA.VICTORIA, VANCOUVER, SEATTLE.
Calling Shanghai, Kobe and Yokohama.

| S.S. | From Hongkong | Arrive Seattle |
|----------------|---------------|----------------|
| Eldridge | June 20 | July 25 |
| Wenatchee | July 25 | Aug. 1 |
| Keystone State | Aug. 1 | Sept. 2 |

FOR PORTLAND DIRECT.

Calling Manila, Kobe & Yokohama.

S.S. Pawlet June 15.
Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE PACIFIC STEAMSHIP CO.
REGULAR SERVICETo & From
SAIGON SINGAPORE-SUMATRA
JAVA PORTS.OPERATING THE FOLLOWING U.S.S.B. STEAMERS
GLYMONT June 20.
Through bills of lading issued to all United States,
Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,
5th FLOOR HOTEL MANSIONS BUILDING.
Tel. Add.: Admirals. Telephone 2477 & 2478.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. WINYAH About June 8th.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.
(Royal Packet Navigation Co. of Batavia)THE STEAMSHIP:
"VAN CLOON"
will be despatched to
Singapore, Belawan-Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.
Wireless Telegraphy.

For freight and passage apply to:-

JAVA-CHINA-JAPAN LYN,
Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Kaiserman & Buckwalter) S. S. Co., Ltd.
FOR BOSTON & NEW YORK.

Sailings from Hongkong.

| | | |
|--------------------|------------------|------------|
| "KNIGHT COMPANION" | via Panama Canal | 1st June. |
| "CITY OF MADRAS" | via Suez Canal | 13th June. |
| "DEUCALION" | via Suez Canal | 7th July. |
| "CITY OF NORWICH" | via Suez Canal | 13th July. |

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.VERNEEIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

| Steamers | Loading | For | Sailing |
|-----------|-----------|---------------------|-----------|
| ALCOR | May | Rotterdam & Hamburg | 1st June. |
| ALCHIBA | July | Amsterdam & Hamburg | 1st July. |
| BRIELLE | August | Rotterdam & Hamburg | 6th Aug. |
| RADJA | September | Amsterdam & Hamburg | 4th Sept. |
| TJIMANDEK | October | Rotterdam & Hamburg | 3rd Oct. |

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents.
York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:-

Captain Perkins, Hongkong Hotel, from Shanghai.
Lewisnorma, from Shanghai.
Poundexter Steamship Baco Statesbank, from Hankow.
Parks Hiatt, Hongkong Hotel, from Shanghai.Jeykatunekichi, from Tokio.
Matsud Ryosaburo, from Kobe.
Paramore Hwahyih, Elbmig, from Shanghai.
Hirajinsaku No. 3 Hip Street, from Miyazu.
Ngeseho Annie, from Shanghai.
Tangmingkeng Tukee, from Shanghai.
Wongsueleung 95 Queen Road, from Kobe.
Yungchoho, from Yinkow.3910, from Shanghai.
Luchungban or Luikamsam, 41 Caine Road, from Shanghai.
Cheongsing, from Hankow.
Huekung Sui, 135 Queen's Road West 3rd Floor, from Peking.
Fookyuen Fathing Street, from Hankow.TH. KRING.
Superintendent.

Hongkong, May 26, 1921.

EASTERN EXTENSION AUSTRAL ASIA & CHINA TELEGRAPH CO.
Grace Street Carlton Hotel, from Manila.
Mittam, from Londonpo.
Vania, from Bombay.
Warrell, from Portsmouth.M. E. F. AIREY,
Superintendent.
Hongkong, May 26, 1921.

COMMERCIAL NEWS.

RUSSO-CHINESE TRADE.
Development of trade between Russia and China is to be furthered by the organization of a Russo-Chinese Chamber of Commerce at Harbin, says the Chinese press. CHANGSU-TAICHONG AUTOMOBILE ROUTE.

Mr. Chang Chian of Nantung has organized a company for the construction of an automobile route from Changsu to Liu Ho and Taiobong. The road is now under construction.

GOOD ROADS.
The merchants and officials of Chefoo have decided to extend the Chefoo-Waihsien road recently completed by famine victims to Weihaiwei and Haiyang by way of Chaoyunan and Linyang. A \$300,000 fund from the Chefoo Sea Duke Bureau is to be used to finance the new highway, which will be suitable for automobiles.

SHANGHAI SHARE MARKET.

Messrs. A. D. Anderson and Co. Shanghai in their circular of 21st May, say: Insurance.

No transactions in Cantons and North Chinas. Unions offer at 268 cum dividend and bonus, paid in Hongkong to-day. Yangtzes.

At an extraordinary meeting held on 19th instant, authority was given to the Directors in the matter outlined in our last previous Circular.

Far Easterns are wanted at 234. Docks and Engineering—Shanghai. A few shares are moving and the price remains steady around 143. New Engineerings. A steady demand for the Ordinary at 144 is met by an equally constant supply at 15.

The preference issue has hardened slightly, the bulk of the issue seemingly having passed into the hands of investors.

Rubbers—Despite the low selling price of the commodity, few are willing to accept the low purchasing price offered for the shares. A sign of the times will be seen in the following reconstructions. Kamuntings. An extraordinary general meeting is summoned for the 31st instant for the purpose of winding up the company and restarting under other conditions as the Shanghai Kees Plantation (Ld.) Senawangs.

The annual meeting is to be held on 30th instant. A loss on the year's working amounting to Tls. 22,446.17, and after deducting the amount carried forward from last year, Tls. 9,178.99, the net total loss at debit of this account is Tls. 20,267.18. At an extraordinary meeting to be held thereafter similar resolutions to those of the Kamunting Co. will be proposed. The new company adding "(1921)" to parent name.

Tobongs Debenture holders are convened at a meeting to be held on 27th instant for the purposes set out in a circular letter already addressed to them. Miscellaneous.

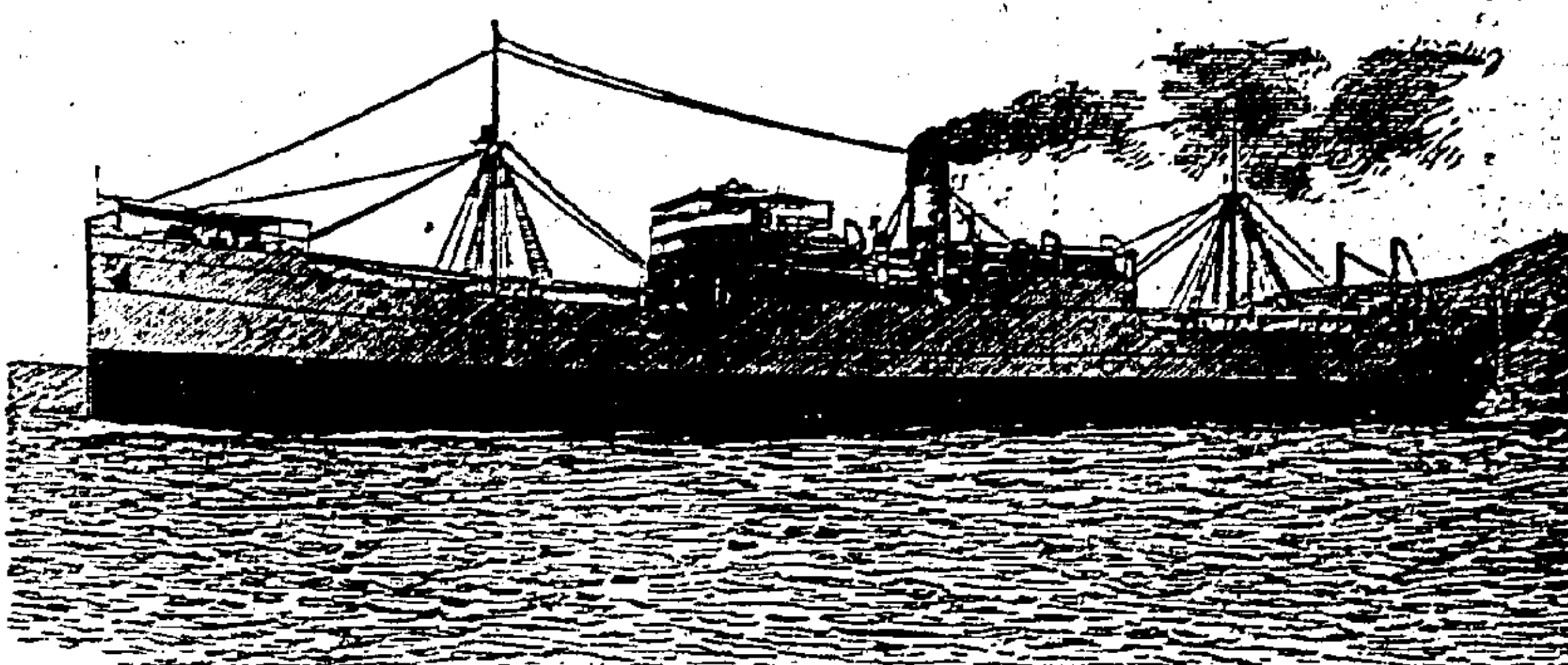
Cult's are wanted at 10 and Trams at 106. Gas could be placed at 24 and Mercuries at 15. Telephones. The annual meeting is to take place on 30th instant, accounts not yet to hand.

London Quotations—Hongkong and Shanghai Bank 238. Chartered Bank 214. Indo-China pref. 244, and deferred 236. Reorganization Loan, British, 237.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BUT MA. OCEAN INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|--------|-------|------------------------|--------------------------|
| PLASSY | 7,400 | 13th June | M's, London & Antwerp. |
| DUNERA | 5,400 | 19th June | S'pore, Colombo & B'way. |
| DELTA | 8,000 | 25th June | M's, London & Antwerp. |
| SYRIA | 7,000 | 23rd July | M's, London & Antwerp. |
| KALYAN | 9,000 | 5th Aug. | M's, London & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|----------|-------|-----------------|---|
| A. APCAR | 4,500 | 4th June 2 p.m. | Calcutta via Singapore, Penang & Rangoon. |
|----------|-------|-----------------|---|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---------|-------|-----------|---|
| EASTERN | 4,500 | 25th June | Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney. |
| KANOWNA | 7,000 | 25th July | |

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------|-------|-----------------|-------------------|
| PLASSY | 7,400 | 1st June 3 p.m. | Shanghai only. |
| DELTA | 8,000 | 6th June | Shanghai only. |
| DUNERA | 5,400 | 6th June | Shanghai only. |
| EASTERN | 4,500 | 8th June | Japan only. |
| KALYAN | 7,000 | 25th June | Shanghai & Japan. |

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 34 1/2 x 21 1/2 x 11 1/2 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO. Agents.

22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

PUSHIMI M. (Omitting Manila, K'lung) Wed., 1st June, at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Friday, 10th June, at 11 a.m.

SHIDZUKA MARU ... Friday, 24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIMA MARU ... Middle of June.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU ... Friday, 24th June.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU ... Friday, 10th June.

CALCUTTA & RANGOON via Singapore & Penang.

MAHARAJA MARU ... Monday, 6th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TSURUGA MARU ... Saturday, 4th June.

TOTOMI MARU ... Monday, 5th June.

YOKOHAMA MARU ... Monday, 13th June, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | For |
|------------|---------------------|----------------------|------------------------|------------|
| Tjikobas | Java | 5th June | 11th June | Shanghai |
| Tjikembang | San Francisco/Japan | 8th June | 15th June | Java |
| Tjikini | Shanghai | 14th June | 18th June | M'sar/Java |
| Chidar | Java | 12th June | 27th June | Java |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.
NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|---------|------|----------------------|------------------------|----------------|
| Saleier | Java | 3rd June | 4th June | San Francisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON."

Sailing on or about 20th June.

FOR SHANGHAI.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|---------|---------------------------------|-------------------------------|
| TAIYUAN | 11th June | 15th June |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.

| Steamer | Sailing |
|---------------------------------------|------------|
| LONDON, GLASGOW, ROTTERDAM & HAMBURG. | 10th July. |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong. |
|----------|---------------|
| "GLENVY" | 10th June. |

HOMEWARDS.

| Vessel | Leaves Hongkong. | Discharges. |
|------------|------------------|-----------------------------|
| "GLENOGLE" | 17th June. | LONDON, ROTTERDAM & H'BURG. |
| "GLENGYLE" | 2nd July. | GENOA, LONDON & HULL. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 315, sub-ex. 23 and 3696

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 24th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| Destination | Steamer | Sailing |
|-----------------------------|----------|------------------------------|
| BANGKOK via Swatow | Chatsang | Thur., 2nd June at 2 p.m. |
| STRAITS & Calcutta | Chatsang | Thur., 2nd June at 3 p.m. |
| SHANGHAI via Swatow | Hopang | Fri., 3rd June at 10 a.m. |
| MANILA | Yuehwan | Fri., 3rd June at 3 p.m. |
| KOBE | Fooksang | Sat., 4th June at 8 1/2 a.m. |
| SANDAKAN | Hinsang | Mon., 5th June at noon. |
| HAIPHONG via Hoihow Takasag | | Wed., 8th June at 9 a.m. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Thursday, 3rd June at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETT, SHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|---------------------|----------|---------------------|
| SWATOW & SINGAPORE. | Shansi | 2nd June at 10 a.m. |
| SHANGHAI. | Sunning | 2nd June at noon. |
| AMOY & SINGAPORE | Linan | 2nd June at 2 p.m. |
| SHANGHAI & TSINGTAO | Suyang | 4th June at 4 p.m. |
| HOW PHOI & H'PHONG | Kallong | 5th June at 9 a.m. |
| SHANGHAI & PUKOW | Szechuen | 7th June at noon. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June 1, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

| Steamships. | Captain. | Leaving. |
|-------------|----------------|--------------------------|
| Hailoong | W. Cooper | FRI., 3rd June at noon. |
| Hailhong | W. C. Passmore | TUE., 7th June at noon. |
| Hailching | A. H. Stewart | FRI., 10th June at noon. |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas L'apraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call.—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 2nd June.

S.S. "Borneo Maru" ... Sailing on or about 21st June.

FOR JAPAN.

Ports of call.—Moj, Kobe and Yokohama.

S.S. "Cheribon Maru" ... Sailing on or about 7th June.

S.S. "Macassar Maru" ... Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

AUSTRALIAN MAIL SUBSIDY. Negotiations have now been completed by the Australian Government for the carrying of mails by the Orient Line, which will receive a subsidy of £130,000.

EX-GERMAN FLOATING DOCK.

The sixth and last section of No. 23 ex-German floating dock, delivered under the Peace Treaty, has been towed to Chatham from Wilhelmshaven. The dock complete is upwards of 600 ft. long.

NEW HARBOUR.

The Bahamas House of Assembly has adopted a Bill authorizing the Governor-in-Council to arrange for the improvement of the harbour of Nassau at a cost not exceeding £250,000.

CARGO OF STERLING SAVED.

The Estonian steamer Sakala, which left Riga on February 22 for Dundee with a consignment of gold valued at £250,000 sterling from the Estonian Government to the British Government, broke down in thick ice in the Baltic, and the gold was transferred to a trader and brought to Hull.

NEW BALTIC PORT.

The Finnish Parliament has just voted six million marks to construct a new free port near from Helsinki, to be known as Hango. The plans now in hand will make it one of the leading Baltic ports for shipping. It is situated at the most southerly point of Finland, in direct communication with the open sea, and will thus be free of ice difficulties and offer accommodation for all the year round traffic. There is excellent railway communication from the port into Finland and into Russia. Unloading of vessels may be carried out directly into rail wagons on the quays, and vessels with a draft of over 30 feet may be accommodated. The company now developing the port and quayside is known as the O. Y. Hango Vapausatama.

SALVORS AWARDED THE WHOLE VALUE.

A salvage claim which raised quite exceptional considerations was that relating to the Finnish motor schooner Mars. The vessel was derelict in the North Sea, and, after being brought into port by the efforts of tugs and boat men, realized less than £200. The sum involved was therefore small, and the salvors asked for the whole amount. To award the whole value of the salvaged property to salvors is unusual but, in the special circumstances, this was the course followed by the President of the Admiralty Division. The work extended over eleven days, and even the whole value of the derelict was, as the Judge remarked, the poorest possible compensation for the resolute efforts made by the salvors, who rendered a public service by removing a danger to navigation. An award, approaching even half of the property salvaged is exceptional, but where that value is only nominal, and the service is very meritorious, it is not surprising that the Judge should exercise his discretion, as the President did here, and give the fullest possible reward to the salvors.

SETTLING AN UNDERWRITING ACCOUNT.

The length which may be required before a marine underwriting account can be finally closed, says the *Syracuse*, is well illustrated by the case of the s.s. Benalla, a claim on which is going the rounds of the underwriters for settlement at the present time. The steamer was on a voyage from London via Cape Town to Australia with general cargo in June, 1915. Four days out from Cape Town fire broke out on board, and the steamer put back to Durban, where, after considerable damage had been done both to ship and cargo, the fire was extinguished. The average statement, which is a bulky tome of 773 pages, took more than two years to compile, as it was only completed in March this year. The value of ship and cargo was £673,000; the general average claim on the ship amounted to £246,574, and on the cargo to £54,893—a total of over £300,000, or 15 1/2 per cent. There was, in addition, a particular average claim on hull and machinery policies, as the steamer was damaged to the extent of about £15,000. The adjusters' fee for this monumental work was 6,200 guineas, while their disbursements came to over £1,400. A fine fat fee, but working out a percentage to six places of decimals over all the numerous contributory interests would give somebody a head which should be paid for.

